

APPENDIX G

TRAFFIC IMPACT ANALYSIS

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TRANSPORTATION IMPACT ANALYSIS

**TRACT MAP 6343 PROJECT
CLOVIS, FRESNO COUNTY, CALIFORNIA**

LSA

August 2023

TRANSPORTATION IMPACT ANALYSIS

TRACT MAP 6343 PROJECT CLOVIS, FRESNO COUNTY, CALIFORNIA

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APPENDICES

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- B: VMT CALCULATION WORKSHEETS
- C: TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS
- D: VOLUME DEVELOPMENT WORKSHEETS
- E: LEVEL OF SERVICE WORKSHEETS
- F: SIGNAL WARRANT ANALYSIS WORKSHEETS
- G: QUEUING ANALYSIS WORKSHEETS
- H: HCS WORKSHEETS

LIST OF ABBREVIATIONS AND ACRONYMS

ABM	Activity Based Model
ADA	Americans with Disabilities Act
ATP	Active Transportation Plan
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Clovis
CUSD	Clovis Unified School District
FAX	Fresno Area Express
Fresno COG	Fresno Council of Governments
FTIP	Federal Transportation Improvement Program
HCM	<i>Highway Capacity Manual</i>
HCM 6	<i>Highway Capacity Manual 6th Edition</i>
HCS	Highway Capacity Software
HDM	<i>Highway Design Manual</i>
HQTA	High-Quality Transit Area
ITE	Institute of Transportation Engineers
LOS	level of service
LTA	Local Transportation Analysis
mph	miles per hour
NCHRP	National Cooperative Highway Research Program
project	Shepherd North Project
RTP	Regional Transportation Plan
SR-168	State Route 168
STIP	State Transportation Improvement Program
TAZ	traffic analysis zone
TIA	Traffic Impact Analysis
TIA Guidelines	Transportation Impact Analysis Guidelines
TIZ	Traffic Impact Zone
TWLTL	two-way-left-turn lane
VMT	vehicle miles traveled

1.0 INTRODUCTION

This Transportation Impact Analysis (TIA) has been prepared to assess the potential circulation impacts associated with the proposed Tract Map 6343 Project (project) in Clovis, Fresno County, California. The approximately 71.54-acre project site is bounded by East Behymer Avenue to the north, by the Enterprise Canal to the south and the west, and by agricultural fields to the east. The project site is currently vacant. Figure 1-1 illustrates the regional and project location. (Figures and tables are provided at the end of each chapter.)

This report has been prepared based on the City of Clovis (City) *Transportation Impact Analysis Guidelines* (TIA Guidelines), adopted October 2022, as well as the requirements established by the City of Fresno and the California Department of Transportation (Caltrans).

While level of service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, consistency with the City's General Plan goals and policies is still required. Therefore, this TIA includes a Vehicle Miles Traveled (VMT) Analysis for a CEQA Transportation Impact evaluation, and a Local Transportation Analysis (LTA) to satisfy the City's General Plan transportation goals and policies. The scope of work for this TIA, including scope for the CEQA VMT Analysis and LTA with trip generation, trip distribution, study area, and analysis methodologies, has been approved by City staff as well as the City of Fresno, County of Fresno, and Caltrans via the Scoping Agreement process. A copy of the Scoping Agreement is included as Appendix A.

1.1 PROJECT DESCRIPTION

The proposed project will include the annexation of 246 acres from Fresno County by the City of Clovis. It would also consist of developing 71.54 acres of this annexation area into 590 single-family homes. Currently, no developments have been proposed for the remaining 174.46-acre annexation area. As such, any future developments occurring within the annexation area would require a separate project-specific analysis.

Construction of the proposed project is expected to occur in three phases over a period of 33 months starting in 2023. The first phase of the project would include development of 136 single-family residential units, the second phase would include development of 213 single-family residential units, while the third phase would include development of the remaining 241 single-family residential units. However, for purposes of this TIA, the entire buildout condition of this project has been considered under all 'plus project' conditions. It is anticipated that the entire project buildout will occur in year 2026.

Figure 1-2 illustrates the tentative subdivision map for the project. Access to the project will be provided by the following driveways:

- Three gated ingress and egress driveways along Baron Avenue;
- Two gated ingress and egress driveways along Hammel Avenue, including one along the northern extension of Hammel Avenue; and,

- Two gated ingress and egress driveway along Perrin Avenue. Based on the site plan, the easterly driveway along Perrin Avenue would operate as the primary driveway for ingress/egress traffic from the residential development south of Perrin Avenue. Therefore, as a conservative estimate, it was estimated that majority of the project traffic from this area (south of Perrin Avenue) will be using the driveway on the east. Hence, only the easterly driveway was considered for the analysis.

All driveways will operate as full-access driveways.

1.2 CEQA VEHICLE MILES TRAVELED ANALYSIS

As per the City's TIA Guidelines, the project cannot be considered small because it exceeds 53 dwelling units (City's threshold for screening out single-family home projects from a VMT analysis). Therefore, a detailed VMT analysis has been conducted for the project. For purposes of this analysis, the project-generated VMT per capita has been obtained from the Fresno Council of Governments (Fresno COG) Activity Based Model (ABM). As per the City's TIA Guidelines, a significant project-generated VMT impact would occur if the project's VMT per capita exceeds a level of 13 percent below the existing County average VMT per capita provided in the guidelines. The detailed VMT analysis, including the screening criteria evaluation, VMT analysis methodology, results, and appropriate mitigation measures for the proposed project are discussed in Chapter 2.0.

1.3 LOCAL TRANSPORTATION ANALYSIS STUDY AREA

The LTA for the project examines traffic operations in the vicinity of the proposed project under the following five scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Near-Term Plus Project Conditions
- Cumulative without Project Conditions
- Cumulative Plus Project Conditions

Traffic conditions at study intersections and roadway segments were examined for weekday a.m. and p.m. peak-hour conditions. The a.m. peak hour is defined as the 1 hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is the 1 hour of highest traffic volumes occurring between 4:00 p.m. and 6:00 p.m. Additionally, since the project is estimated to be completed in 2026, the Near-Term condition was evaluated for the year 2026.

As per the City's TIA Guidelines, the extent of the study area should include the following:

- Pedestrian, bicycle, and transit facilities within 0.5 mile from the project site boundary
- All intersections of major streets that would provide direct access to the project

- All signalized intersections within 0.5 mile of the project site boundary where the project would add 50 or more peak-hour trips, and signalized intersections beyond 0.5 mile where the project would add 100 or more peak-hour trips
- All unsignalized intersections within a 0.5 mile of the project site boundary where the project would add more than 50 peak-hour trips

Based on the aforementioned criteria and as per discussion with the City and adjacent jurisdictions during the scoping agreement process, the following intersections and roadway segments have been included in the LTA.

1.3.1 Study Intersections

Per the Scoping Agreement (Appendix A), intersections analyzed in the LTA and their jurisdictions are as follows:

1. Willow Avenue/International Avenue (Clovis/Fresno)
2. Willow Avenue/Behymer Avenue (Clovis/ Fresno)
3. Willow Avenue/Shepherd Avenue (Clovis/Fresno)
4. Minnewawa Avenue/International Avenue (Clovis)
5. Minnewawa Avenue/Behymer Avenue (Clovis)
6. Minnewawa Avenue/Shepherd Avenue (Clovis)
7. Clovis Avenue/Behymer Avenue (Clovis)
8. Clovis Avenue/Baron Avenue (Clovis)
9. Clovis Avenue/Shepherd Avenue (Clovis)
10. Clovis Avenue/Teague Avenue (Clovis)
11. Clovis Avenue/Nees Avenue (Clovis)
12. Clovis Avenue/Alluvial Avenue (Clovis)
13. State Route 168 (SR-168) Westbound Ramps/Herndon Avenue (Caltrans)
14. SR-168 Eastbound Ramps/Herndon Avenue (Caltrans)
15. Clovis Avenue/Herndon Avenue (Clovis)
16. Baron Avenue/Behymer Avenue (Clovis)
17. Baron Avenue/Perrin Avenue (Clovis)
18. Sunnyside Avenue/Shepherd Avenue (Clovis)
19. Fowler Avenue/Shepherd Avenue (Clovis)
20. Hammel Avenue/Project Driveway 1 (Clovis)
21. Hammel Avenue/Project Driveway 2(Clovis)
22. Project Driveway 3/Perrin Avenue (Clovis)
23. Baron Avenue/Project Driveway 4 (Clovis)
24. Baron Avenue/Project Driveway 5 (Clovis)
25. Baron Avenue/Project Driveway 6 (Clovis)

Figure 1-3 illustrates the study area intersections.

1.3.2 Roadway Segments

Per the Scoping Agreement (Appendix A), roadway segments analyzed in the LTA are as follows:

1. International Avenue, between Willow Avenue and Minnewawa Avenue (Clovis)
2. Behymer Avenue, between Willow Avenue and Minnewawa Avenue (Clovis)
3. Behymer Avenue, between Minnewawa Avenue and Clovis Avenue (Clovis)
4. Behymer Avenue, between Clovis Avenue and Baron Avenue (Clovis)
5. Shepherd Avenue, between Willow Avenue and Minnewawa Avenue (Clovis)
6. Shepherd Avenue, between Minnewawa Avenue and Clovis Avenue (Clovis)
7. Shepherd Avenue, between Clovis Avenue and Sunnyside Avenue (Clovis)
8. Shepherd Avenue, between Sunnyside Avenue and Fowler Avenue (Clovis)
9. Herndon Avenue, between State Route 168 Eastbound Ramps and Clovis Avenue (Clovis)
10. Willow Avenue, between International Avenue and Behymer Avenue (Clovis/Fresno)
11. Willow Avenue, between Behymer Avenue and Shepherd Avenue (Clovis/Fresno)
12. Minnewawa Avenue, between International Avenue and Behymer Avenue (Clovis)
13. Minnewawa Avenue, between Behymer Avenue and Shepherd Avenue (Clovis)
14. Baron Avenue, between Behymer Avenue and Perrin Avenue (Clovis)
15. Baron Avenue, between Perrin Avenue and Clovis Avenue (Clovis)
16. Clovis Avenue, between Baron Avenue and Shepherd Avenue (Clovis)
17. Clovis Avenue, between Shepherd Avenue and Teague Avenue (Clovis)
18. Clovis Avenue, between Teague Avenue and Nees Avenue (Clovis)
19. Clovis Avenue, between Nees Avenue and Alluvial Avenue (Clovis)
20. Clovis Avenue, between Alluvial Avenue and Herndon Avenue (Clovis)

For each roadway segment, the highest volume on any part of the segment has been considered as the analysis volume for the entire segment.

1.4 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Tentative Subdivision Map
- Figure 1-3: Study Area Intersections

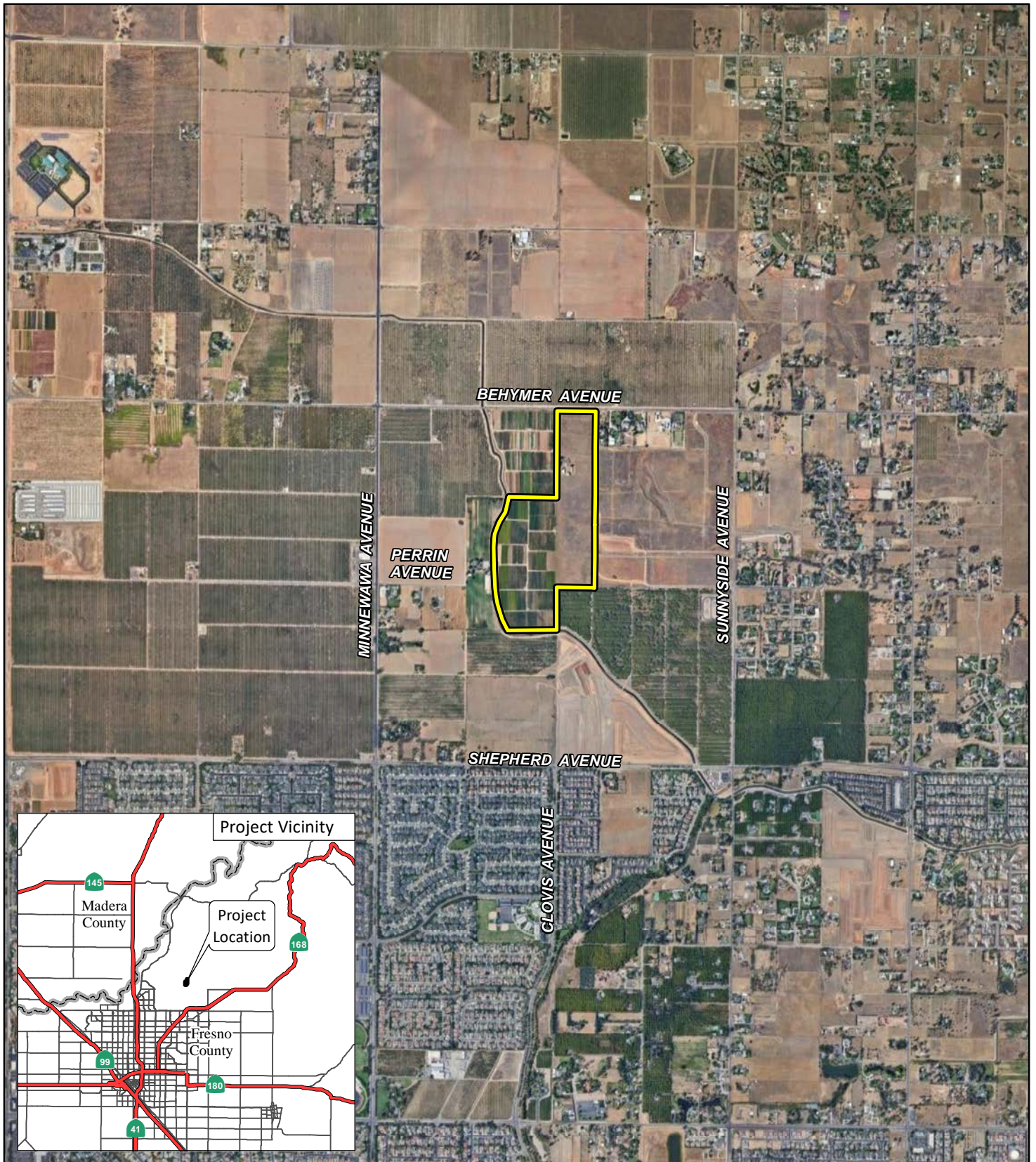


FIGURE 1-1

LSA

LEGEND

 Project Location



0 1000 2000
FEET

SOURCE: Google Earth (2018)

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Tract Map 6343 Project
Transportation Impact Analysis
Regional and Project Location

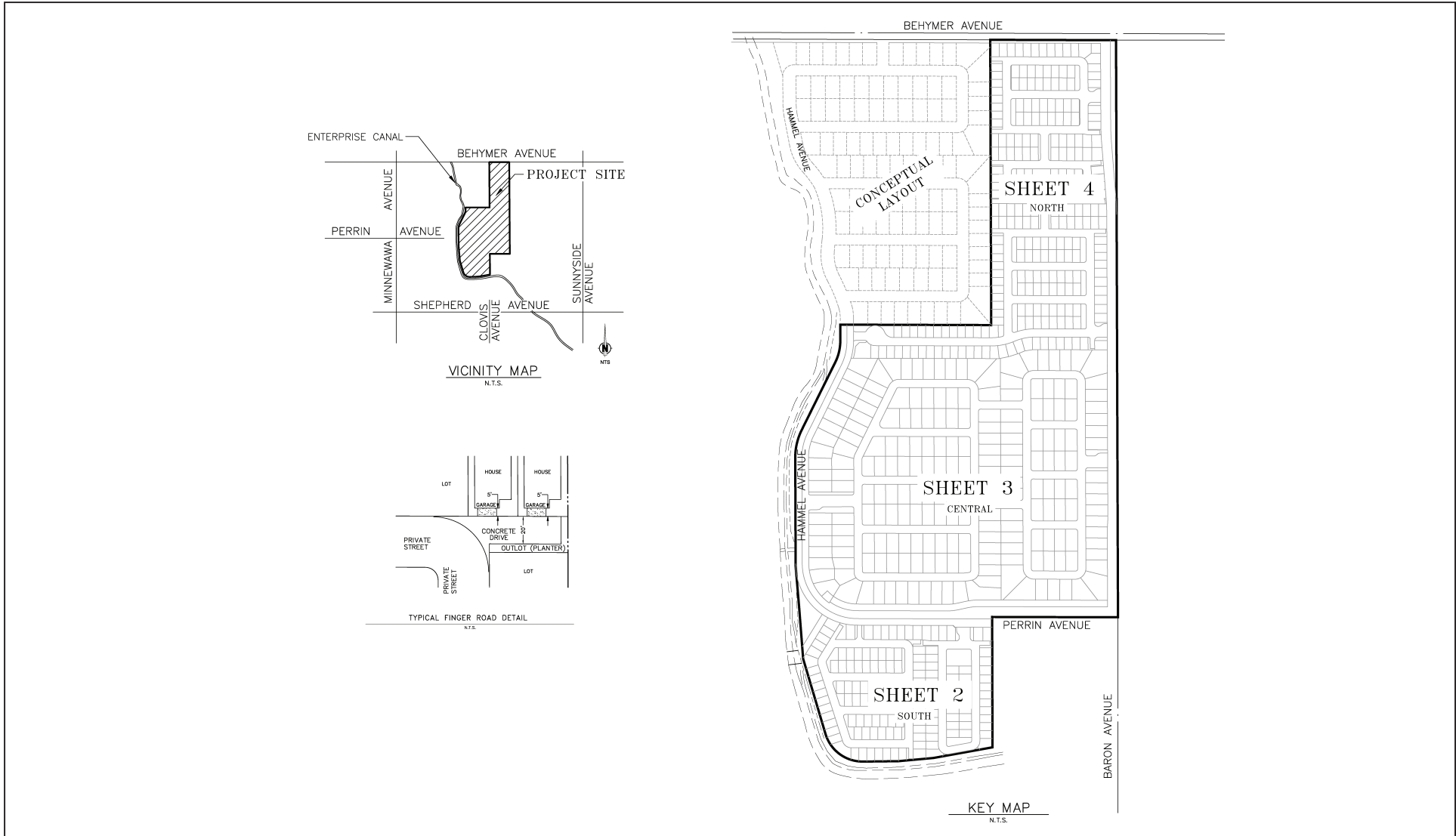


FIGURE 1-2

LSA



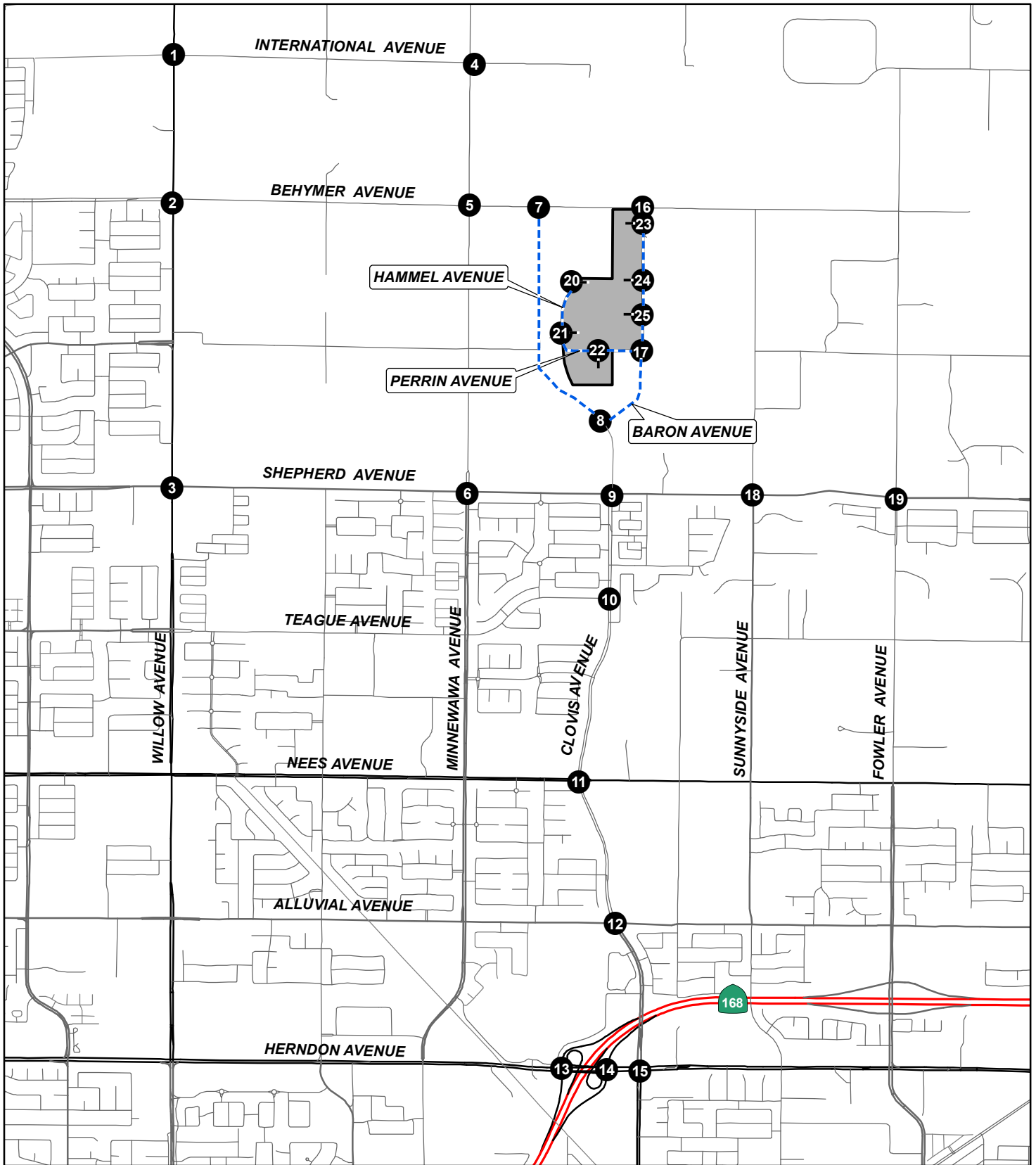
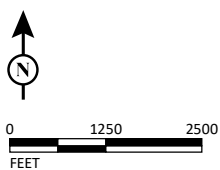


FIGURE 1-3

LSA

- LEGEND**
- Project Location
 - Study Intersection
 - Future Roadway
 - Project Driveway



SOURCE: ESRI Streetmap (2013)
 I:\CIT2201-RIV\Reports\fig3_Study_Int.mxd (2/1/2023)

*Tract Map 6343 Project
 Transportation Impact Analysis
 Study Area Intersections*

2.0 VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA Guidelines for use. Among the changes to the CEQA Guidelines was the removal of vehicle delay and LOS from consideration under CEQA. With the adopted CEQA Guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

The City's TIA Guidelines includes screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures. Therefore, the City's TIA Guidelines were used in the evaluation of the project's VMT analysis.

2.1 METHODOLOGY

The TIA Guidelines provide multiple project types and thresholds for land use projects. The project was compared with the screening criteria established in the "Project Screening" section of the TIA Guidelines to check if the project can be screened out. The following is a brief description of the project in relation with the project screening criteria:

- **Small Project:** The TIA Guidelines states that projects generating less than 500 daily trips could be screened out of a detailed VMT analysis. As discussed in Section 6.1, Project Trip Generation, the project is estimated to generate 5,564 daily trips. Therefore, the project does not satisfy this screening criteria.
- **Provision of Affordable Housing:** The project proposes to develop market-rate, single-family dwelling units. Therefore, this screening criteria does not apply to the project.
- **Local-Serving Retail:** The project consists of residential land use only; therefore, this screening criteria does not apply to the project.
- **Project Located in a High-Quality Transit Area (HQT):** The project is not located within an HQT; therefore, this screening criteria does not apply to the project.
- **Project Located in Low VMT Area:** The project is not located in a low VMT area; therefore, this criterion does not apply to the project.

As shown above, the project could not be screened out from a detailed VMT analysis. As such, pursuant to the TIA Guidelines, a detailed VMT analysis was conducted to assess the project's VMT impact.

2.1.1 Thresholds of Significance

The project consists of residential land use. The TIA Guidelines established VMT per capita as the appropriate metric to evaluate residential land use projects while defining Fresno County as the "region" for determining VMT thresholds. The project would have a significant VMT impact if the baseline project VMT per capita is greater than 87 percent of the baseline Fresno County VMT per capita. Based on the TIA Guidelines, baseline Fresno County VMT per capita is 16.1 and the

corresponding threshold is 14.1 (which is 87 percent of 16.1). Therefore, the project will have a significant VMT impact if the project VMT per capita is greater than 14.1.

As recommended in the TIA Guidelines, the Fresno COG ABM was used for the project VMT analysis. The model inputs were updated with the project land uses to calculate project VMT. The project VMT was calculated from a Fresno COG ABM model run as described in the following sections.

2.1.2 Project Traffic Analysis Zone Update

The first step in preparation of this analysis was to update the traffic analysis zones (TAZs) in the model that include the project area. The Fresno COG ABM includes the ability to add or split zones. In order to isolate the project VMT, a new zone was created in the model. The project households were included in the newly created zone for modeling purposes. No project-specific network modifications were required for the model run. A model run was conducted for the existing/base scenario with updated model inputs. The outputs from this updated model run were used to calculate the project VMT per capita.

2.1.3 Model Runs and Project Vehicle Miles Traveled Estimation

A model run was conducted for this updated model upon completion of the socioeconomic data update. The outputs from this updated model run were used to calculate the project VMT per capita.

2.2 PROJECT VEHICLE MILES TRAVELED ANALYSIS

Table 2-A summarizes the regional threshold and project VMT per capita. As shown in Table 2-A, the project VMT per capita is 26.4 percent higher than the City's VMT per capita threshold. Therefore, based on the TIA Guidelines, the project will have a significant VMT impact.

Detailed VMT calculation for the project is included in Appendix B.

2.3 VMT REDUCTION MEASURES – PROJECT DESIGN FEATURES AND MITIGATION MEASURES

When a lead agency identifies a significant CEQA impact, the agency must identify feasible mitigation measures in order to avoid or substantially reduce that impact. VMT impacts can be mitigated through more behavioral changes. Enforcement of mitigation measures will be subject to the mitigation monitoring requirements under CEQA, as well as the regular police powers of the agency. These measures can also be incorporated as a part of plans, policies, regulations, or project designs. Project design features that encourage mode shift from automobiles to transit or non-motorized modes can therefore help reduce project VMT as well. Typically, VMT reduction and benefits from these project design features are not accounted in the project VMT calculations conducted using the regional travel demand model. Therefore, VMT reduction credit can be accounted for these design features similar to VMT mitigation measures to help reduce the project's VMT impact.

Evaluation of VMT reductions should be evaluated using state-of-the-practice methodologies recognizing that many of the VMT mitigation strategies/project design features are dependent on

resident performance over time. Following is a detailed description of both and the corresponding potential reduction that could be achieved with implementation of these measures.

2.3.1 Project Design Features

VMT reduction that can be achieved by the project design features have been estimated using the most California Air Pollution Control Officers Association's (CAPCOA) "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity – Designed for Local Governments, Communities, and Project Developers" dated December 2021.

- **Pedestrian Infrastructure:** The project proposes to provide pedestrian improvements/sidewalks both internal to the project site and along the project frontage. Providing sidewalk/pedestrian improvements encourage people to walk instead of drive and thus reduces VMT. CAPCOA transportation measure **T-18. Provide Pedestrian Network Improvement** was used to estimate the VMT reduction due to project related enhancements in pedestrian access and connectivity. The CAPCOA methodology requires existing sidewalk length in the project study area in addition to the length of sidewalk being provided by the project. In order to estimate the existing sidewalk length, a survey was conducted along the proposed project frontage. Based on the survey, the project study area includes approximately 10 miles of sidewalk. The project proposes to add approximately another 1.8 miles of sidewalk/pedestrian access. Therefore, this mitigation measure may reduce the project's VMT by approximately 0.87 percent.
- **Improve Street Connectivity:** The project proposes to provide an internal circulation network. Projects with higher density of intersections would help increase street connectivity, reduce trip lengths and promote use of alternative transportation modes of travel. CAPCOA handbook, identifies measure **T-17: Improve Street Connectivity** to evaluate project street network. The measure is recommended as an appropriate design feature for plans within urban or suburban areas. The current project is located in suburban/rural area type setting, so this measure was explored as a potential VMT reduction design feature.

Measure T-17 estimates that an increased density of vehicular intersections improves street connectivity and helps in reduction in GHG emissions and corresponding VMT. As included in the CAPCOA handbook, this measure could be applied to a project for:

'Projects that increase intersection density would be building a new street network in a subdivision or retrofitting an existing street network to improve connectivity (e.g., converting cul-de-sacs or dead-end streets to grid streets).'

The measure establishes the following numerical formula of VMT reduction due to increased intersection density and improved street connectivity:

$$A = \frac{B - C}{C} * D$$

Where,

A = Percent Reduction in GHG/VMT emission from vehicle Travel

B = Intersection Density in project site with measure

C = Average Intersection Density for Typical developments (36)

D = Elasticity of VMT with respect to intersection density (-0.14)

The CAPCOA handbook establishes the variable C using an average density of intersections within a square mile in a typical development as included in the *Proposed Trip Generation, Distribution, and Transit Mode Split Forecasts for the Bayview Waterfront Project Transportation Study*, Fehr & Peers. 2009. This establishes the average suburban intersection density for the entire United States.

The CAPCOA handbook adapts the variable D, Elasticity of VMT with respect to intersection density from the report *'Does Compact Development Make People Drive Less?'* published in the Journal of the American Planning Association, 2016, authored by Mark R. Stevens. The elasticity was determined from a meta-regression analysis from data of fifteen studies, having studied in different urban/suburban geographic regions within the Country.

As indicated in section "1.1 – Project Description", the project is a gated community which has specified entry/exit ways that reduces accessibility to all project related traffic. While the increased intersection density helps facilitate greater number of short trips, the project consists of only single land use type (residential) and the amount of internal capture (trips that can be fulfilled within the project; with both origin and destinations within the project site) would be minimal. Also, CAPCOA suggests application of different VMT mitigation measures at different scales – project/site scale or community/plan scale. Based on CAPCOA handbook, this mitigation measure is applicable at a plan/community scale. However, this measure was explored as a VMT reduction design feature at a project scale with appropriate limitations as described below.

While all the internal intersections can be considered to estimate the VMT reduction due to increased street connectivity, given the above limitations (project location area type, single land use type, gated entry/exit, and CAPCOA applicability scale), only the five project driveways (three driveways on Baron Avenue and two driveways on Perrin Ave) out of total of seven project driveways were included to determine project intersection density. The two driveways on Hummel are adjacent to Enterprise Canal and do not connect to any roadways or bike facility and therefore they were not included in the project intersection density. The project site is approximately 71.54 acres. Therefore, the intersection density of the project would be approximately 44.73 intersections per square mile.

Since project intersection density is greater than the countrywide average intersection density of 36 intersections per square miles as identified in the CAPCOA handbook, it could be estimated that the project will help reduce project VMT due to a higher-than-average density of vehicular network intersections along with implementation of the project design features. The percentage of VMT reduction for the project could be determined as:

$$\% \text{ VMT reduction} = \frac{44.73 - 36}{36} * (-0.14)$$

- Or -3.39 percent

As such, due to these improved vehicular network connection and project design features, the project will achieve 3.39 percent reduction in VMT compared to the project VMT that was estimated from the regional travel demand model.

- **Bicycle Infrastructure/Improvements:** The project proposes to construct a total of 1.19 miles of bike lanes along project frontage. Similar to pedestrian facilities, these bicycle design features included in the project can encourage increase active transportation mode share in the area. The CAPCOA manual was utilized to estimate the reduction of project VMT due to proposed bicycle improvements. Specifically, CAPCOA transportation measure “T-19A: Construct or Improve Bike Facility” was deemed applicable to estimate the VMT reduction due to project bicycle features. According to the measure, providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. Based on CAPCOA estimates, the project bicycle design features have a potential to reduce up to 0.01 percent of the project VMT.
- **Provide Electric Vehicle (EV) Parking and EV Charging Infrastructure:** Accessible EV parking and provision of charging for electric vehicles in the residential units will encourage the use of EVs. The latest California Green Building Standards (CALGreen), California Building Code, requires provision of infrastructure to accommodate electric vehicle chargers for new single family and attached dwelling units/town houses. For new construction projects such as apartments, condos, hotels, and motels, CALGreen code requires the project to provide EV charging stations as a percentage of the total project parking. While it is understood that provision of electric charging infrastructure/stations might not reduce VMT, it will reduce GHG which can be considered equivalent to reduction in VMT. According to CAPCOA, provision of additional electric charging stations, in addition to CALGreen requirements, can be considered as a GHG/VMT mitigation. Provision of EV charging infrastructure has a potential to achieve a maximum VMT reduction of up to 11.9 percent. However, the project is a single-family residential development and as such doesn’t propose to provide electric charging stations. While this project design feature has the potential to reduce GHG emissions, no direct VMT reduction has been accounted for this project design feature.

Table 2-B provides methodology, assumptions, and parameters used in the estimation/calculation of VMT reduction for the project along with the potential amount of VMT reduction that can be achieved.

In conclusion, project design features aim to promote overall mobility with the goal of reducing VMT and reducing greenhouse gas emissions. Implementation of the above project design features may possibly reduce the project’s VMT by approximately up to 4.24 percent. The proposed measures and strategies should be monitored for their usage and effectiveness. A combination of measures from several VMT reduction strategies were incorporated into the Project design to achieve this VMT

reduction as outlined above. This included strategies that are aimed at reducing the number of automobile trips generated by the Project, shift more trips from automobile to non-automobile modes, and/or reduce the distances that people drive. Ultimately, however, the City of Clovis is a suburban community with land use characteristics that are more spread out when compared to dense urban communities. The land use and transportation characteristics of suburban communities such as Clovis, can make it difficult, or impossible to achieve VMT reductions to levels that the City has established as a goal, and ultimately, as a threshold of significance for CEQA analysis. The project design features are estimated to offset some of the VMT impacts of the project by reducing VMT by up to 4.24 percent, but this reduction will not reduce the impact to a less than significant level. Therefore, the project will have a significant and unavoidable transportation impact under CEQA.

2.4 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Existing (2019) Regional and Project VMT per Capita
- Table 2-B: Calculated VMT Reduction with Project Mitigation

Table 2-A: Existing (2019) Regional and Project VMT per Capita

Region (Fresno County)¹	Project	Difference	Percentage Difference
14.1	17.8	3.7	26.4%

Source: Fresno Council of Governments' Activity-Based Model.

¹ The Fresno County VMT per capita was obtained from the Interim Transportation Impact Guidelines, City of Clovis (July 14, 2020).

VMT = vehicle miles traveled

Table 2-B: Calculated VMT Reduction with Project Mitigation

Mitigation Measure (Number corresponds to the 2021 CAPCOA Handbook)	Formula	Comments	Calculated Reduction in VMT (%)
Land Use (Maximum Reduction 30%)			
T-17: Improve Street Connectivity	$A = ((B-C)/C) * D$, Where B = Intersection density in project site with measure, C = Average intersection density (36 U.S. average), and D = Elasticity of VMT with respect to intersection density (-0.14 constant)	Based on the limitations described in detail above, five project driveways were considered to estimate the project intersection density. The project site is approximately 71.54 acres. Therefore, the intersection density of the project would be approximately 44.73 intersections per square mile. $A = ((44.73-36)/36)*0.14$ $A = 0.2425*0.14 = 3.39\%$	3.39%
Neighborhood Design (Maximum Reduction 10%)			
T-18: Provide Pedestrian Network Improvement	$A = ((C/B)-1) * D$, Where B = Existing sidewalk length in study area, C = Sidewalk length in study area with measure, and D = Elasticity of household VMT with respect to the ratio of sidewalks-to-streets (-0.05 constant)	Based on the survey, the project study area includes approximately 10 miles of sidewalk. The project proposes to add approximately another 1.8 miles of sidewalk/pedestrian access. $A = (((10.25+1.77)/10.25)-1)*0.05$ $A = ((12.03/10.25)-1)*0.05$ $A = 0.17*0.05 = 0.87\%$	0.87%
T-19-A: Construct or Improve Bike Facility	$A = (B*(F/I)*(C+D)*E*G)/H$, Where B = Percent of plan/community VMT on parallel roadway, C = Active transportation adjustment factor, D = Credits for key destinations near project, E = Growth factor adjustment for facility type, F = Annual days of use of new facility, G = Existing regional average one-way bicycle trip length, H = Existing regional average one-way vehicle trip length, and I = Days per year (365)	Variables C, D, E, F, G, and H were obtained from appropriate tables listed in CAPCOA handbook. It was assumed that 20% of VMT on the parallel roadway is from the community. $A = (0.2*(320/365)*(0.0029+0.0005)*1*2.2)/11.7$ $A = (0.2*0.88*0.0034*1*2.2)/11.7$ $A = 0.01\%$	0.01%
Total VMT Reduction from All Subsectors			4.24%

Source: Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association (CAPCOA), December 2021.

¹Per CAPCOA total VMT reduction for multiple strategies within same subsector is calculated using the equation: $1 - (1-A)*(1-B)*(1-C)...$ where A, B, C are equal to individual mitigation strategy reduction percentages.

When applied to the project, the calculation would be $1 - (1 - 0.039)*(1 - 0.0087)*(1 - 0.0001) = 0.0424$, or 4.24%.

3.0 LOCAL TRANSPORTATION ANALYSIS METHODOLOGY

3.1 LEVEL OF SERVICE DEFINITIONS

A complete description of the meaning of LOS can be found in Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 3-A. A description of LOS for roadway segments is summarized in Table 3-B.

Table 3-C shows the LOS criteria for unsignalized and signalized intersections. For all study area intersections, the *Highway Capacity Manual 6th Edition* (HCM 6) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using the Synchro 11 software, which uses the HCM 6 methodologies.

Peak-hour traffic operations were analyzed at roadway segments based on the peak-hour LOS thresholds obtained from Chapter 5.16, *Transportation and Traffic*, of the City's *General Plan and Development Code Update Draft Program Environmental Impact Report (EIR)*, dated June 2014. Table 3-D summarizes the LOS criteria used to evaluate roadway segments based on the City's General Plan EIR. The peak-hour traffic volumes at roadway segments represent the total vehicles (both directions) traveling on the segments during the a.m. and p.m. peak hours.

3.2 LEVEL OF SERVICE PROCEDURES AND STANDARDS

Study intersections and roadway segments analyzed in this report are completely under the jurisdiction of the City of Clovis or lie at the borders of Clovis and Fresno. However, intersections located at freeway on-ramps and off-ramps are under the jurisdiction of Caltrans.

The City of Clovis considers LOS D as the LOS standard for study intersections and roadway segments under near-term conditions, unless a finding of overriding consideration was adopted in the City's General Plan EIR. The same criterion holds for long-term conditions, except for roadway segments that are adopted in the City's General Plan EIR to operate at LOS E or F. The City's TIA Guidelines do not define an LOS standard under Existing Plus Project conditions. For the purpose of this analysis, an LOS standard of D has been considered for intersections and roadway segments under Existing Plus Project conditions. The City considers the following operational deficiency criteria for study intersections:

- **Signalized Intersections**
 - If the project triggers a signalized intersection operating at an acceptable LOS to operate at an unacceptable LOS; OR
 - If the project increases the average delay for average delay for a signalized intersection that is already operating at an unacceptable LOS.

- **Unsignalized Intersections**

- If the project triggers an unsignalized intersection operating at acceptable LOS to operate at unacceptable LOS (from E or better to F) and meet the signal warrants criteria; OR
- If the project increases the applicable delay for an unsignalized study intersection that is already operating at unacceptable LOS and meets the signal warrant criteria.

The City's TIA Guidelines do not define an operational deficiency criterion for roadway segments. For purposes of this analysis, at roadway segments under the jurisdiction of the City of Clovis, an operational deficiency has been considered when the project causes an unsatisfactory condition (deterioration from LOS A through D to E or F) or when the project contributes to an existing or forecast deficiency.

Per the City of Fresno *Traffic Impact Study Report Guidelines*, updated February 2009, LOS D is considered the LOS standard for study intersections and roadway segments under near-term conditions. The same criterion holds for long-term conditions, except for roadway segments that are adopted in the City's Master General Plan to operate at LOS E or F. The City's TIA Guidelines do not define an LOS standard under Existing Plus Project conditions.

It should be noted that all City of Fresno study intersections and roadway segments are located within the City of Fresno Traffic Impact Zone (TIZ) III. Per the City of Fresno's General Plan, all intersections and roadway segments within TIZ III should maintain a peak-hour LOS standard of D or better. Therefore, an LOS standard of D has been considered for intersections and roadway segments within Fresno for all analysis conditions. The City of Fresno considers the following operational deficiency criteria for study intersections:

- An operational deficiency is created if the addition of the project traffic results in any one of the following:
 - Causes the intersection LOS to change from acceptable to unacceptable levels; OR
 - Causes the intersection LOS to change from an unacceptable LOS (LOS E) to LOS F; OR
 - Increases the average delay at a study intersection that is already operating at an unacceptable LOS.

City of Fresno's Traffic Impact Study guidelines do not define an operational deficiency criterion for roadway segments. Therefore, for purposes of this analysis, at intersections under City of Fresno jurisdiction, an operational deficiency has been considered when the project causes an unsatisfactory condition (deterioration from LOS A through D to E or F) or when the project contributes to an existing or forecast deficiency.

Caltrans considers an acceptable LOS to be between LOS C and D at all intersections under its jurisdiction (delay of 45 seconds at signalized intersections). Caltrans does not have any operational deficiency criteria for study intersections. Therefore, an operational deficiency occurs when the project causes an unsatisfactory condition (deterioration from LOS A through D to E or F) for

intersections or when the project contributes to an existing or forecast deficiency. The project needs to identify improvements to improve the intersection LOS to an acceptable level.

3.3 LIST OF CHAPTER 3.0 TABLES

- Table 3-A: Intersection Level of Service Definitions
- Table 3-B: Roadway Segment Level of Service Definitions
- Table 3-C: Level of Service Criteria for Unsignalized and Signalized Intersections
- Table 3-D: Roadway Segment Capacity and Levels of Service

Table 3-A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual (6th Edition).
LOS = level of service

Table 3-B: Roadway Segment Level of Service Definitions

LOS	Description
A	Describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control Delay at the boundary intersection is minimal. The travel speed exceeds 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary is not significant. The travel speed is between 67% and 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
F	Characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is between 30% or less of the base free-flow speed, and the volume-to-capacity ratio is greater than 1.0.

Source: Highway Capacity Manual (6th Edition).
LOS = level of service

Table 3-C: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Highway Capacity Manual (6th Edition).
sec = seconds

Table 3-D: Roadway Segment Capacity and Levels of Service

Classification	Median Type	Number of Lanes	Peak-Hour LOS Volume Thresholds				
			LOS A	LOS B	LOS C	LOS D	LOS E
Freeway	N/A	4	2,720	4,460	6,630	7,720	8,630
		3+Aux	2,360	3,860	5,640	6,730	7,530
		3	2,000	3,270	4,660	5,740	6,430
		2+Aux	1,650	2,700	3,850	4,760	5,340
		2	1,300	2,130	3,050	3,790	4,260
Expressway (Caltrans)	Divided	6	2,280	3,750	5,400	7,030	7,980
		4	1,510	2,500	3,600	4,680	5,310
Expressway (City)	Raised Median	6	-	-	3,290	6,120	6,400
		5	-	-	2,685	5,090	5,330
		4	-	-	2,080	4,060	4,260
		3	-	-	1,475	3,030	3,190
Arterial	Raised-Median	8	-	-	4,180	7,210	7,580
		6	-	-	3,060	5,390	5,680
		5	-	-	2,500	4,480	4,730
		4	-	-	1,950	3,580	3,780
		3	-	-	1,400	2,670	2,830
		2	-	-	860	1,770	1,880
	TWLTL	4	-	-	1,840	3,400	3,590
		2	-	-	810	1,680	1,790
	Undivided	4	-	-	1,320	2,500	2,640
		2	-	-	570	1,230	1,310
Collector	TWLTL	4	-	-	1,840	3,400	3,590
		3	-	-	1,325	2,540	2,690
		2	-	-	810	1,680	1,790
	Undivided	4	-	-	1,320	2,500	2,640
		2	-	-	570	1,230	1,310
State Highway	Undivided	2	310	570	1,020	1,730	2,470
Rural Arterial	Divided	4	-	-	1,950	3,580	3,780
	Undivided	2	-	-	570	1,230	1,310
Rural Collector/Local	Undivided	2	-	-	570	930	1,000

Source: City of Clovis General Plan and Development Code Update Draft Program Environmental Impact Report (EIR), dated June 2014

Aux = Auxiliary Lane

Caltrans = California Department of Transportation

City = City of Clovis

LOS = level of service

TWLTL= two-way-left-turn-lane median

N/A= not applicable

4.0 CIRCULATION NETWORK SETTING

4.1 EXISTING CIRCULATION NETWORK

The project study area includes the following major roadways as classified based on the roadway classification provided in the Circulation Element of the City's General Plan. Figure 4-1 summarizes the classifications of major roadways within the study area. Following is a brief description of these roadways:

- **Willow Avenue:** Willow Avenue is designated as an Arterial in the City's General Plan. Between International Avenue and Shepherd Avenue, Willow Avenue is a six-lane, divided Arterial with a raised median. There are bicycle lanes along both directions of this segment. However, there is no provision for on-street parking.
- **Minnewawa Avenue:** Within the study area, Minnewawa Avenue is designated as an Collector between International Avenue and Behymer Avenue, and as an Arterial between Behymer Avenue and Shepherd Avenue in the City's General Plan. Between International Avenue and Shepherd Avenue, Minnewawa Avenue is a two-lane, undivided road. There are bicycle lanes along both directions of this segment. However, there is no provision for on-street parking.
- **Clovis Avenue:** Clovis Avenue is designated as an Arterial in the City's General Plan. Between Baron Avenue and Herndon Avenue, Clovis Avenue is mostly a four-lane, divided Arterial with a raised median or a two-way-left-turn lane (TWLTL) median. There are bicycle lanes along some portions of this segment. However, there is no provision for on-street parking.
- **Sunnyside Avenue:** Sunnyside Avenue is designated as a Collector in the City's General Plan. Within the study area, Sunnyside Avenue is a two-lane, undivided road. There are no bicycle facilities along both directions of this segment. There is also no provision for on-street parking.
- **Fowler Avenue:** Fowler Avenue is designated as a Rural Collector between Behymer Avenue and Shepherd Avenue, and as an Arterial between Shepherd Avenue and the State Route 168 (SR-168) Westbound Ramps in the City's General Plan. Between Behymer Avenue and Nees Avenue, Fowler Avenue is a two-lane partly divided and partly undivided road. There is a bicycle lane in the southbound direction only along a small portion of this segment near the intersection with Shepherd Avenue. There is no provision for on-street parking. Between Nees Avenue and Goshen Avenue, Fowler Avenue is a three-lane divided road with a raised median. There is a bicycle lane only along the northbound direction of this segment. There is no provision for on-street parking. Between Goshen Avenue and the SR-168 Westbound Ramps, Fowler Avenue is a four-lane divided road with a raised median. There are bicycle lanes along both directions of this segment. There is no provision for on-street parking.
- **International Avenue:** International Avenue is designated as a Collector between Willow Avenue and Minnewawa Avenue in the City's General Plan. Within the study area, International Avenue is a two-lane, undivided road. There are no bicycle facilities along both directions of this segment. There is also no provision for on-street parking.

- **Behymer Avenue:** Within the study area, Behymer Avenue is designated as an Arterial between Willow Avenue and Clovis Avenue, as a Collector between Clovis Avenue and Sunnyside Avenue, and as a Rural Collector between Sunnyside Avenue and Fowler Avenue in the City's General Plan. Between Willow Avenue and Fowler Avenue, Behymer Avenue is a two-lane, undivided road. There are no bicycle facilities along both directions of this segment. There is also no provision for on-street parking.
- **Shepherd Avenue:** Within the study area, Shepherd Avenue is designated as an Arterial between Willow Avenue and Clovis Avenue, and as an Expressway between Clovis Avenue and Fowler Avenue in the City's General Plan. Between Willow Avenue and Sunnyside Avenue, Shepherd Avenue is a three-lane, divided road with a raised median, while between Sunnyside Avenue and Fowler Avenue, it is a two-lane, partly undivided, and partly divided road. There are bicycle lanes along both directions of the segment between Willow Avenue and Sunnyside Avenue. There are no bicycle facilities along any direction of the segment between Sunnyside Avenue and Fowler Avenue. There is no provision for on-street parking along any of these segments.
- **Teague Avenue:** Teague Avenue is designated as a Collector in the City's General Plan. Between Sunnyside Avenue and Fowler Avenue, Teague Avenue is a two-lane, undivided Arterial. There are no bicycle facilities along both directions of this segment. There is also no provision for on-street parking.
- **Nees Avenue:** Within the study area, Nees Avenue is designated as an Arterial in the City's General Plan. Between Clovis Avenue and Sunnyside Avenue, Nees Avenue is a mostly two-lane undivided road. There is a bicycle lane in the eastbound direction only along a small portion of this segment near the intersection with Sunnyside Avenue. However, there is no provision for on-street parking. Between Sunnyside Avenue and Fowler Avenue, Nees Avenue is a three-lane divided arterial with a raised median or a TWLTL median. There are bicycle lanes along some portions of this segment. However, there is no provision for on-street parking.
- **Alluvial Avenue:** Within the study area, Alluvial Avenue is designated as a Collector in the City's General Plan. Between Clovis Avenue and Sunnyside Avenue, Alluvial Avenue is a two-lane, divided Collector with a TWLTL median. However, between Sunnyside Avenue and Fowler Avenue, Alluvial Avenue is a partly three-lane and partly four-lane undivided Collector. There are bicycle lanes along both directions of these segments. However, there is no provision for on-street parking.
- **Herndon Avenue:** Within the study area, Herndon Avenue is designated as an Arterial in the City's General Plan. Between the SR-168 Eastbound Ramps and Clovis Avenue, Herndon Avenue is a 10-lane, divided Arterial with a raised median. There are no bicycle facilities along any direction of this segment. There is also no provision for on-street parking.

Figure 4-2 illustrates existing plus project study intersection geometrics and traffic control. Figure 4-3 illustrates study intersection geometrics and traffic control under 'plus project' scenarios.

4.2 TRANSIT, BICYCLES, AND PEDESTRIANS

4.2.1 Transit Network

Clovis Transit Stageline Routes 10 and 80 operate within the study area. Route 10 operates from Monday through Saturday, while Route 80 operates only on school days, based on the Clovis Unified School District schedule. Route 10 provide access to Fresno State University and, and Route 80 provides access to Buchanan Education Complex.

Fresno Area Express (FAX) operates within the study area along Willow Avenue 7 days a week. The route connects communities in Fresno to the different campuses of Clovis Community College.

In addition to fixed route services, Round Up is the Clovis paratransit service for disabled City residents. Round Up transit vehicles are all accessible in accordance with the Americans with Disabilities Act (ADA) standards.

4.2.2 Bicycle Network

The vision of the City of Clovis *Active Transportation Plan (ATP)*, updated January 2022, is a “city with a complete and connected network of trails, walkways, and bikeways that provides convenient and intuitive connections to key destinations and supports travel within and between neighborhoods. The network improves quality of life by encouraging walking and bicycling for transportation and recreation.” The ATP identifies different strategies to improve safety and accessibility for active modes of transportation such as walking and biking. There are four different types of bicycle facilities in the City:

- Class I (Trails)
- Class II (Bicycle Lanes)
- Class II (Buffered Bicycle Lanes)
- Class III (Bicycle Routes)

One of the long-term visions of the City includes upgrading existing or recommended Class II Bicycle Lanes and Buffered Bicycle Lanes to Class IV Separated Bicycle Lanes.

Figures 4-4 and 4-5 illustrate the existing and proposed bicycle facilities within the City. At present, Class II bicycle lanes exist along Clovis Avenue, Willow Avenue, and some segments of Shepherd Avenue and Fowler Avenue within the study area. However, as shown in Figure 4-5, different bicycle facilities are proposed along other roadways within the study area, such as Sunnyside Avenue, Teague Avenue, Nees Avenue, and Alluvial Avenue.

4.2.3 Pedestrian Network

The City has an extensive pedestrian network, with sidewalks along most of the major roads. However, since a portion of the study area falls within recently incorporated areas of the City, sidewalks are not present because they were previously developed as per unincorporated Fresno County design guidelines. Figure 4-6 illustrates the existing sidewalk facilities within Clovis.

The City's ATP has identified improvements to the pedestrian network based on a citywide sidewalk network gap analysis. Additionally, several potential locations have been identified to install mid-block crossings to improve trail connectivity throughout Clovis. Figure 4-7 illustrates the existing and proposed trails in Clovis and the potential locations of the mid-block trail crossings. As shown on Figure 4-7, two trails (i.e., the Dry Creek Trail and the Enterprise Trail) currently exist within the study area. However, additional trails are being proposed in the study area with potential mid-block crossings.

4.3 LIST OF CHAPTER 4.0 FIGURES

- Figure 4-1: City of Clovis Roadway Classifications
- Figure 4-2: Existing Study Intersection Geometrics and Traffic Control
- Figure 4-3: Study Intersection Geometrics and Traffic Control under 'Plus Project' Scenarios
- Figure 4-4: City of Clovis Existing Bicycle Facilities
- Figure 4-5: City of Clovis Proposed Bicycle Facilities
- Figure 4-6: City of Clovis Existing Sidewalk Facilities
- Figure 4-7: City of Clovis Existing and Proposed Trails and Potential Mid-Block Crossings

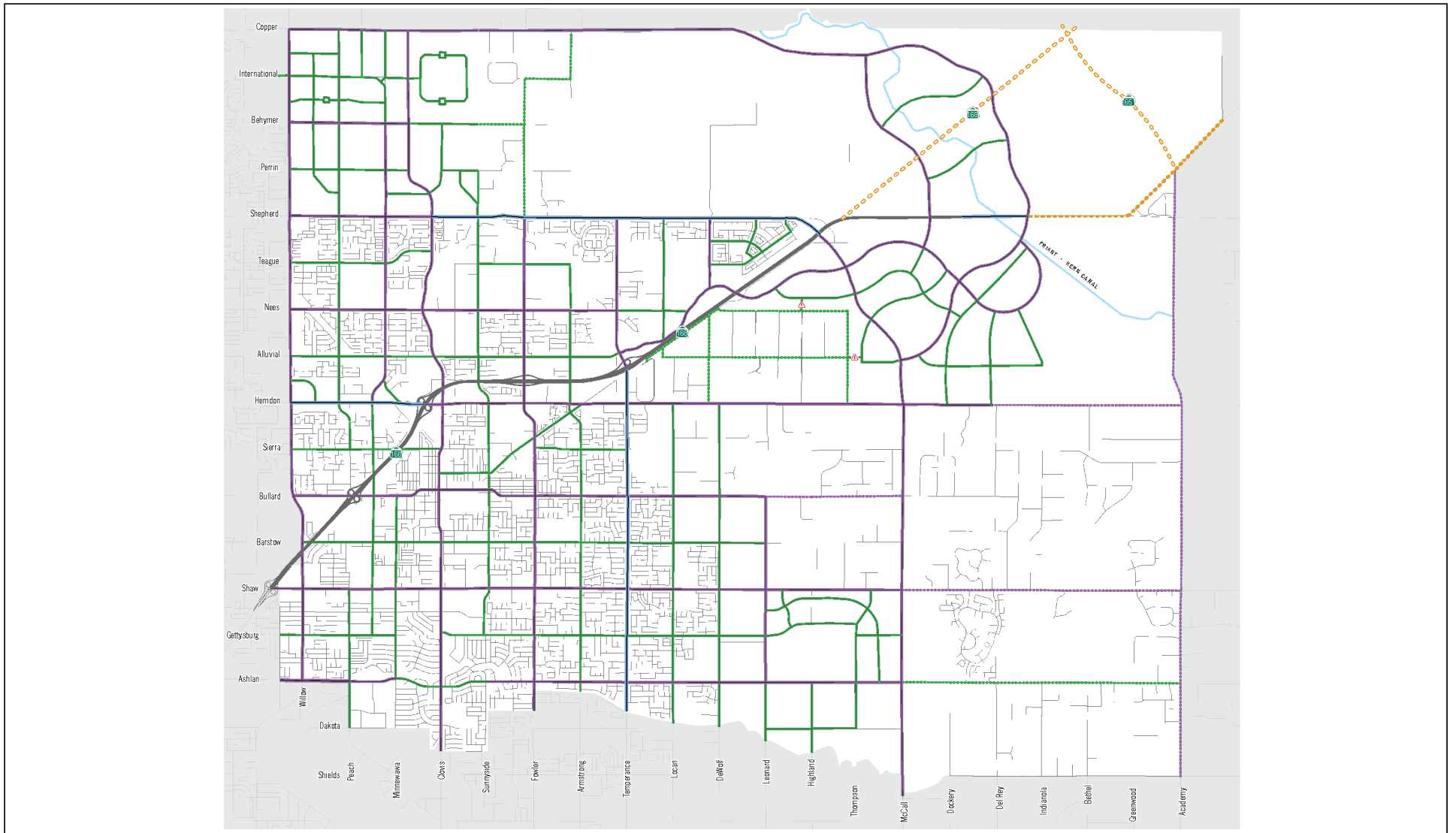


FIGURE 4-1

LSA

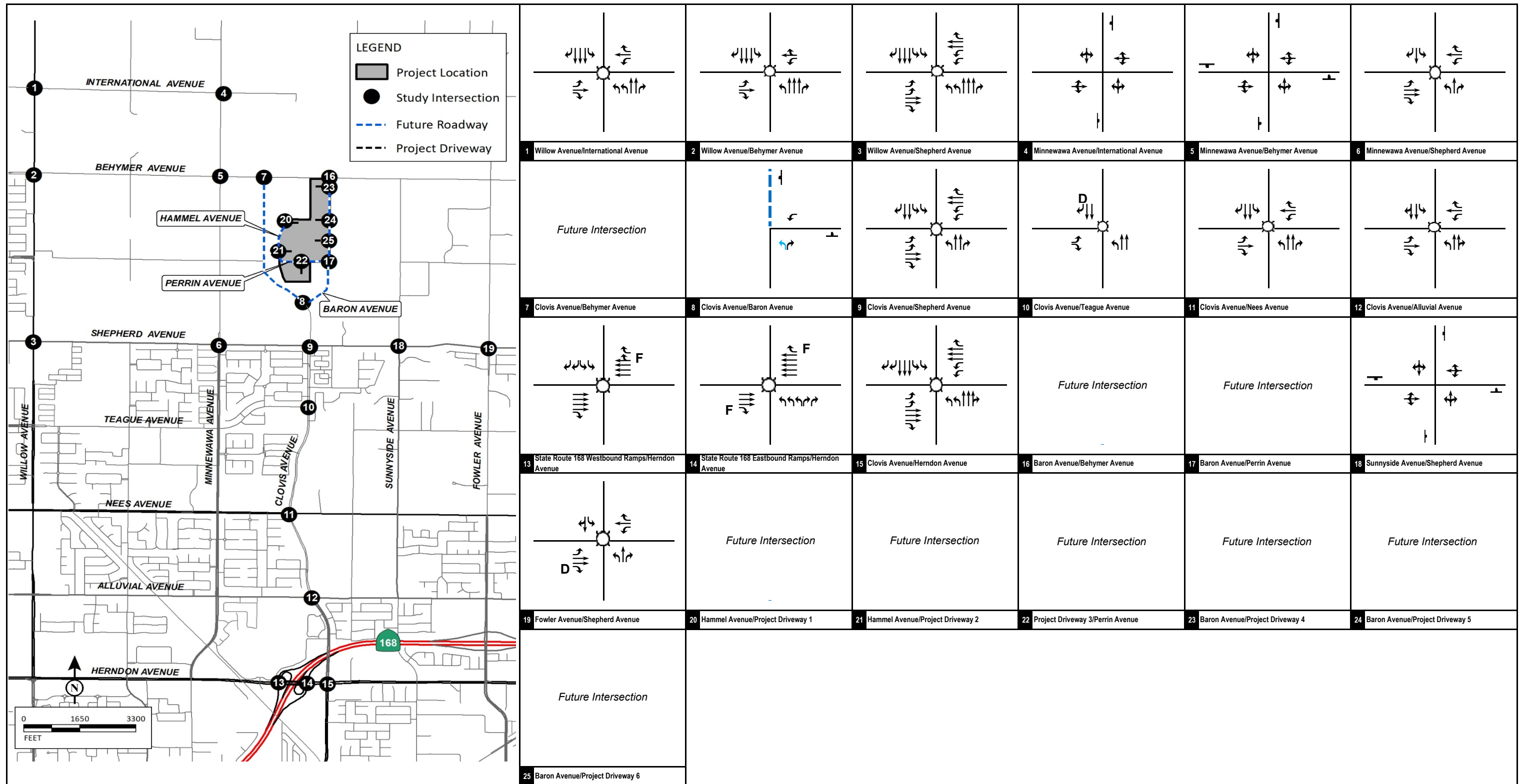


Tract Map 6343 Project
Transportation Impact Analysis

City of Clovis Roadway Classification

SOURCE: Clovis General Plan, August 2014

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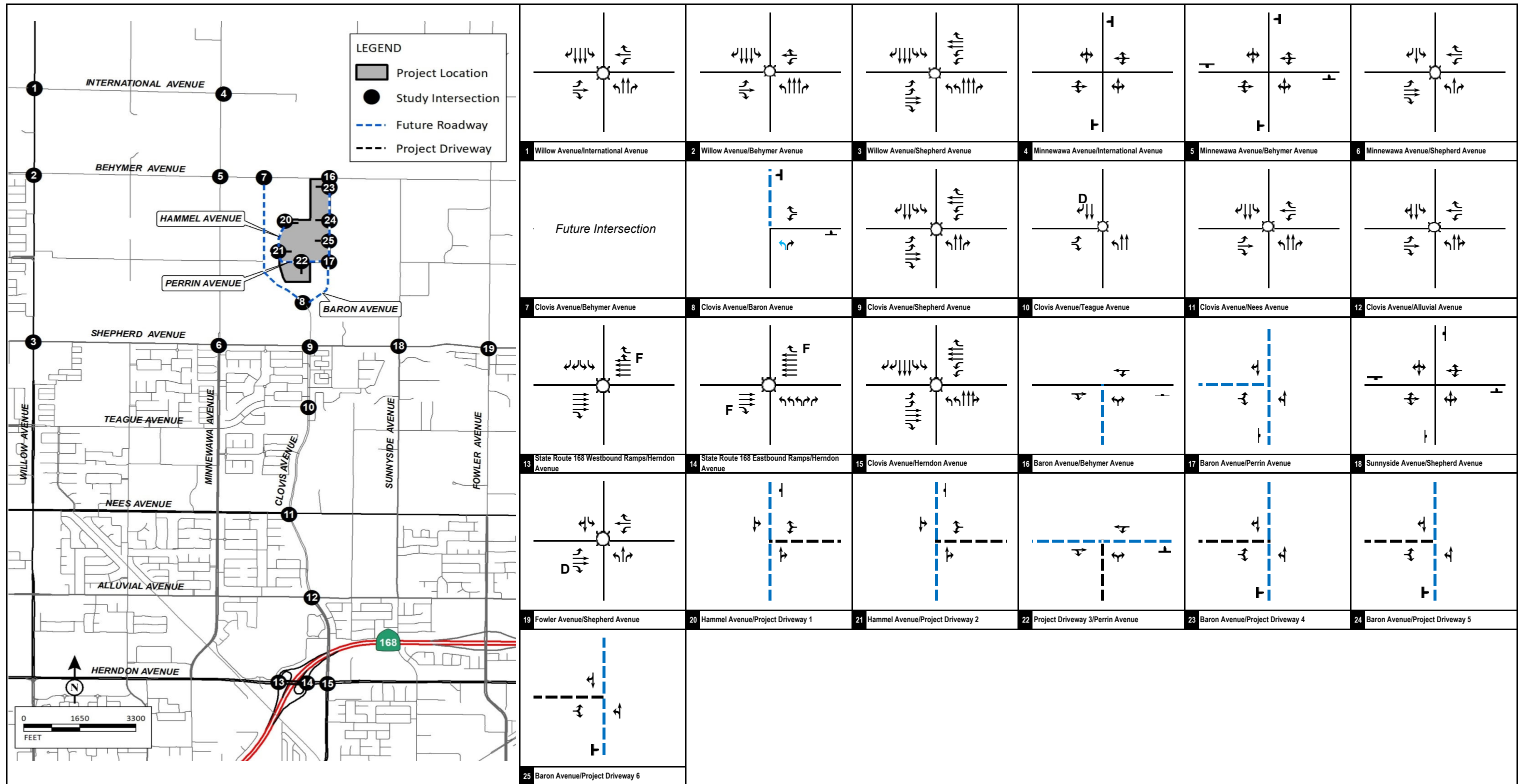
LSA

FIGURE 4-2

- Legend
- Signal
 - Stop Sign
 - Defacto right turn
 - Free right-turn
 - Right-turn overlap
 - Yield
 - Future Roadway
 - Project Driveway
 - U-turn

Tract Map 6343 Project
Transportation Impact Analysis

Existing Study Intersection Geometrics and Traffic Control



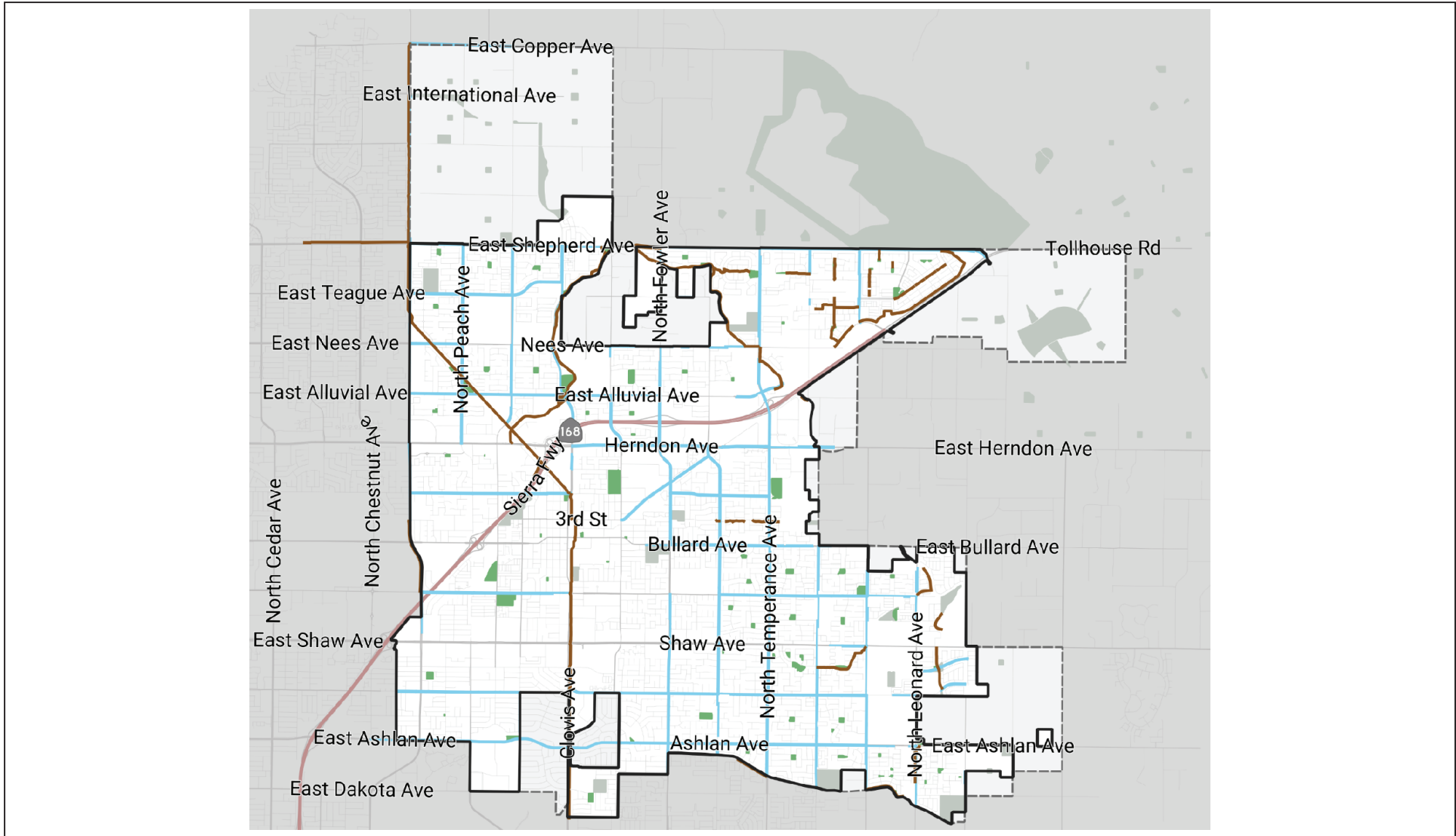
LSA

FIGURE 4-3

- Legend
- Signal
 - Stop Sign
 - Defacto right turn
 - Free right-turn
 - Right-turn overlap
 - Yield
 - Future Roadway
 - Project Driveway
 - U-turn

Tract Map 6343 Project
Transportation Impact Analysis

Study Intersection Geometrics and Traffic Control under "Plus Project" Scenarios



LSA

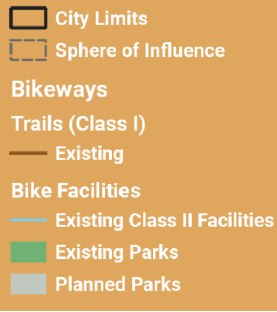


FIGURE 4-4

Tract Map 6343 Project
Transportation Impact Analysis

City of Clovis Existing Bicycle Facilities

SOURCE: Clovis Active Transportation Plan Update 2022 -Public Review Draft
I:\CIT2201-RIV\GIS\Reports\fig4-4_Ex_Bike_Clovis.ai (2/12/2023)

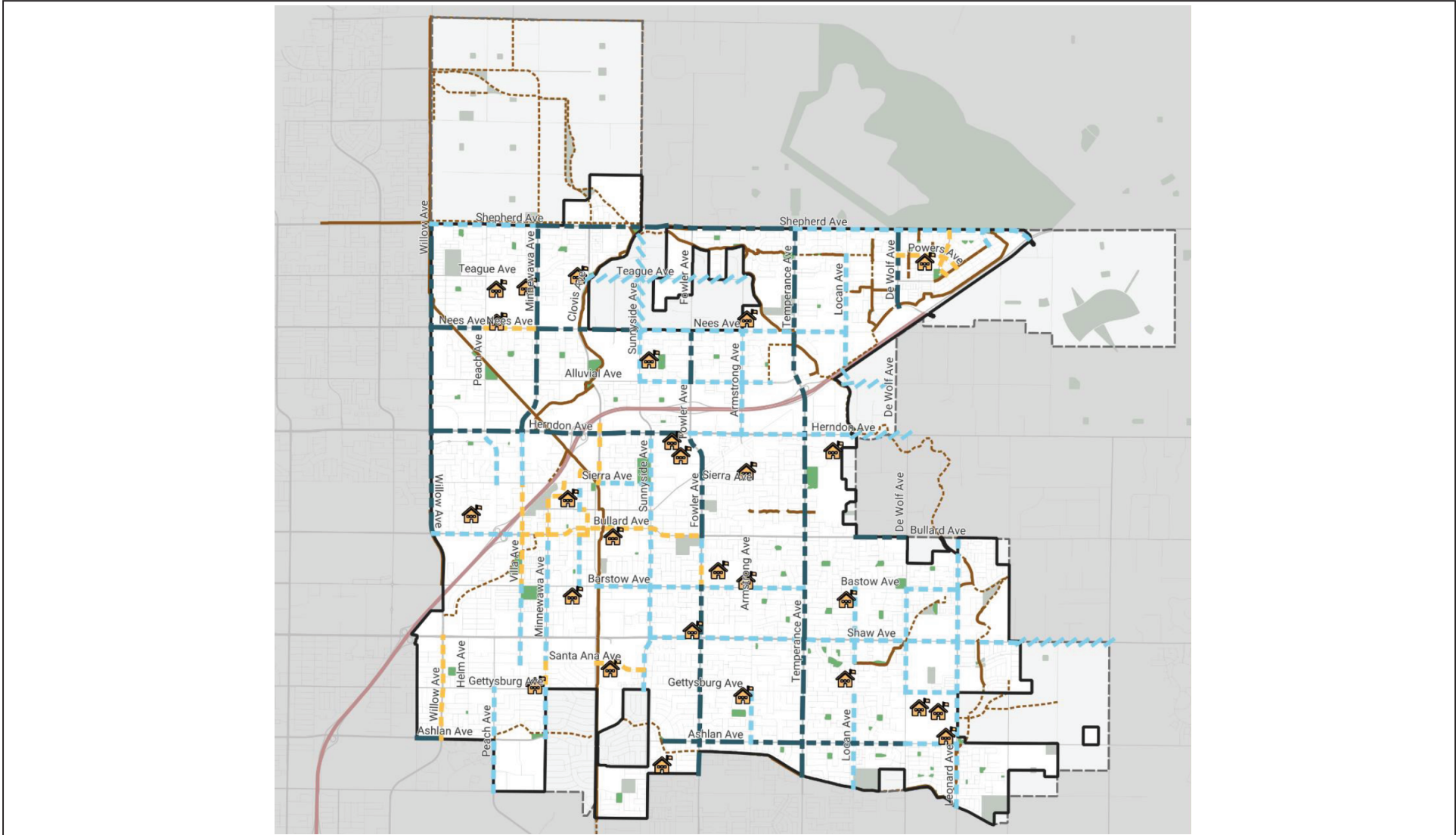
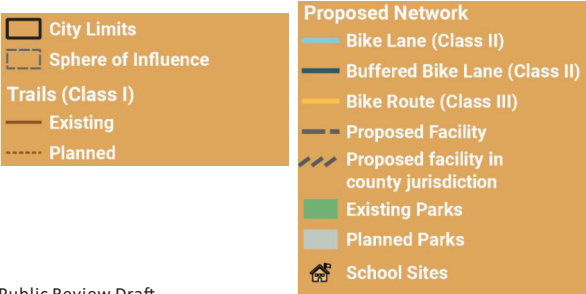


FIGURE 4-5

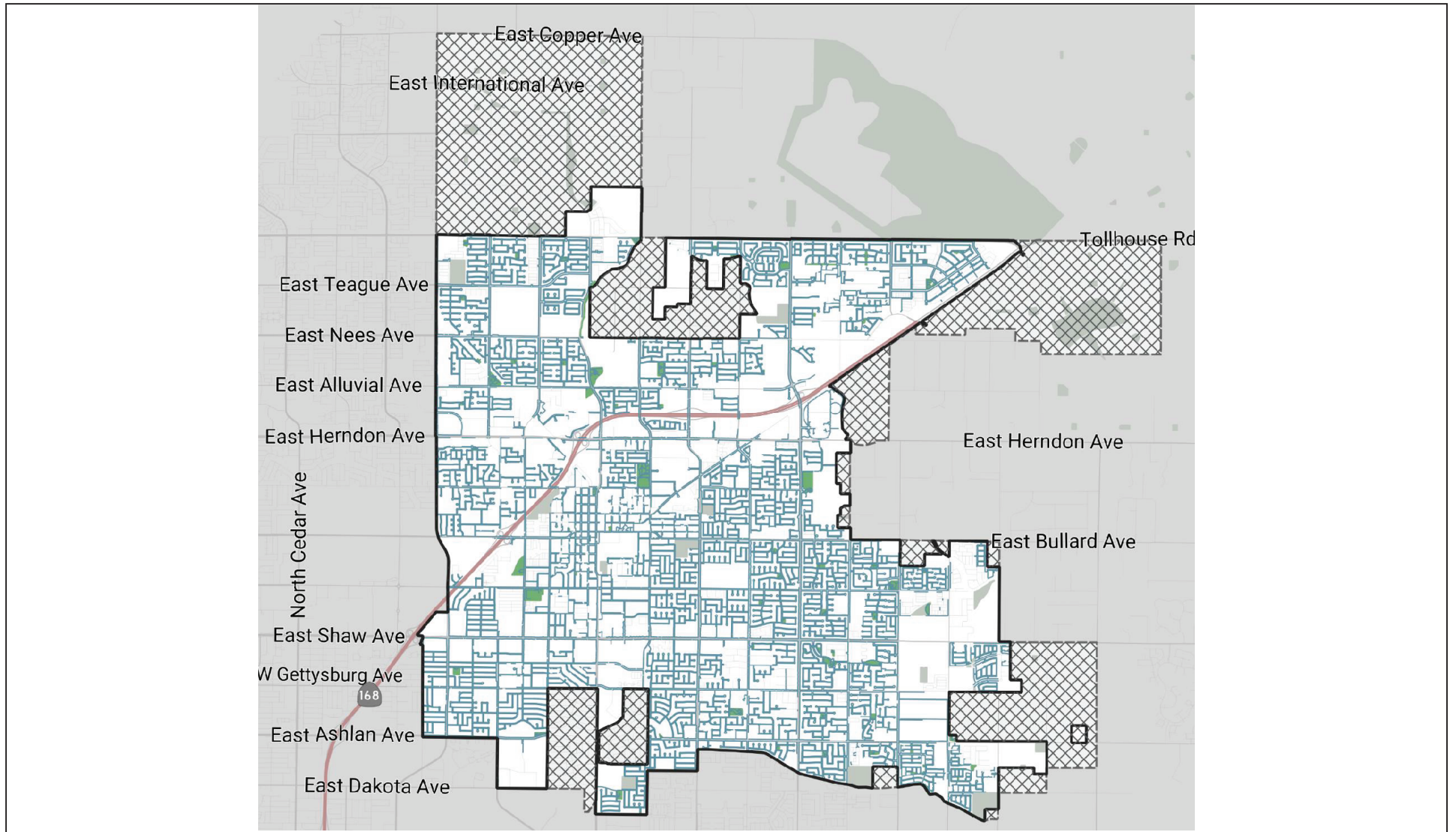
LSA



Tract Map 6343 Project
Transportation Impact Analysis

City of Clovis Proposed Bicycle Facilities

SOURCE: Clovis Active Transportation Plan Update 2022 -Public Review Draft
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LSA




-  City Limits
-  Sphere of Influence
-  Existing Sidewalks
-  No Sidewalk Data Available
-  Existing Parks
-  Planned Parks

FIGURE 4-6

*Tract Map 6343 Project
Transportation Impact Analysis*

City of Clovis Existing Sidewalks Facilities

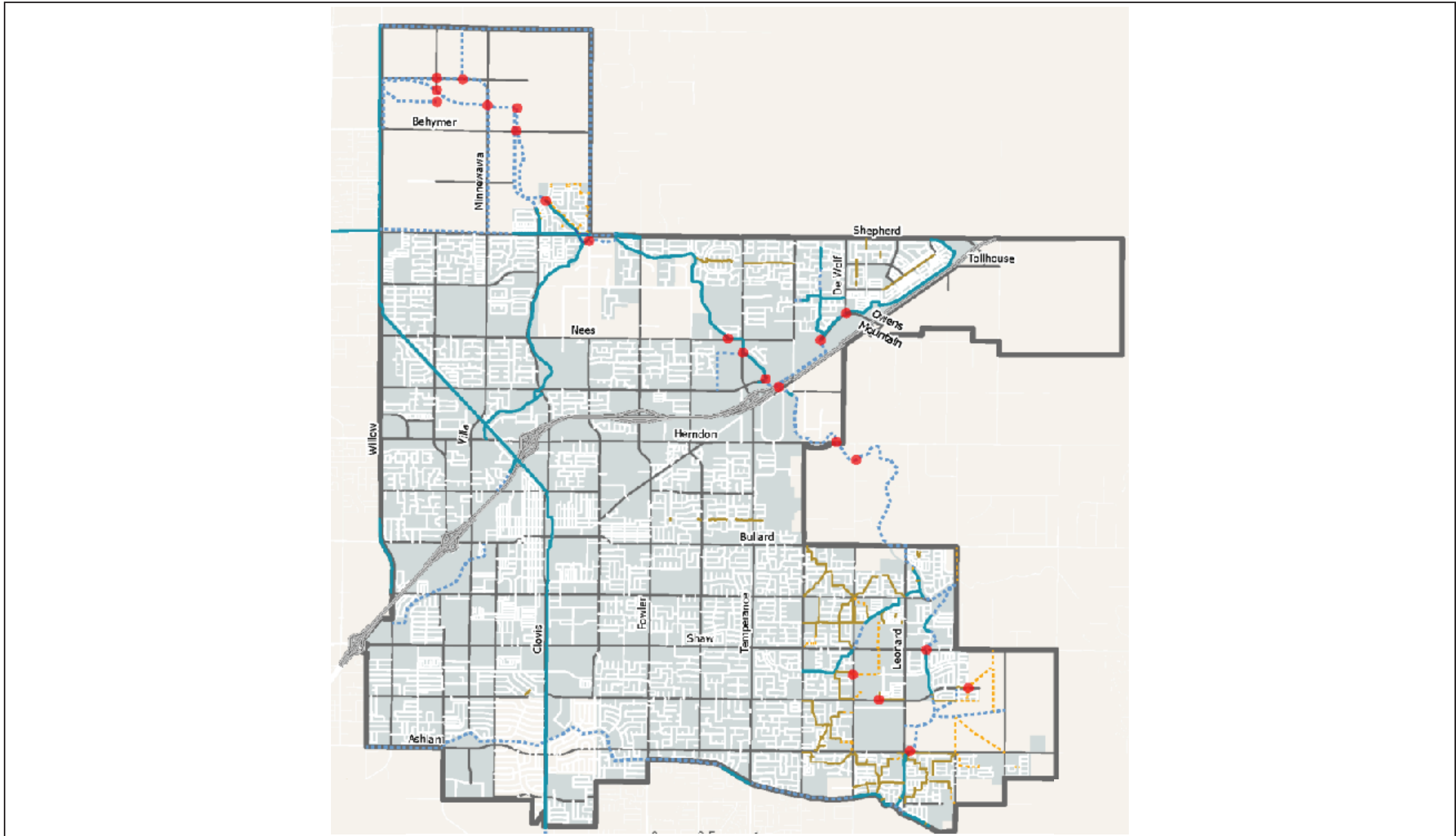


FIGURE 4-7

LSA



- Potential Mid-Block Conflicts
- Existing Trails
- ⋯ Proposed Trails
- Existing Peseos
- ⋯ Proposed Peseos
- ▭ Sphere of Influence
- ▭ Clovis City Limits

*Tract Map 6343 Project
Transportation Impact Analysis*

City of Clovis Existing and Proposed Trails and Potential Mid Block Crossing

5.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

5.1 EXISTING TRAFFIC VOLUMES

Traffic volumes for existing conditions were developed using existing count data collected by Counts Unlimited at study intersections and roadway segments in May 2022, when schools were in session. Daily tube counts were collected for roadway segments while a.m. and p.m. peak-hour turning movement counts were collected at study intersections. Detailed count sheets are included in Appendix C.

Vehicle classification counts were collected at selected study area intersections. Truck percentages for every approach at these intersections were obtained from the classification counts. As for the remaining study intersections without classification counts, truck percentages for the various approaches were obtained based on the truck percentages at the adjacent intersections.

Figure 5-1 illustrates peak-hour traffic volumes at study intersections under existing conditions. Table 5-A shows peak-hour traffic volumes at roadway segments under existing conditions.

5.2 NEAR-TERM (2026) WITHOUT PROJECT TRAFFIC VOLUMES

As approved during the City's scoping agreement process (Appendix A), traffic volumes for near-term conditions were developed by adding trips from cumulative projects in the area to existing traffic volumes.

Information concerning cumulative projects in the vicinity of the proposed project was obtained from City staff and from the adjacent jurisdictions of City of Fresno and County of Fresno. Figure 5-2 illustrates the cumulative project locations.

Trip generations for cumulative projects were either obtained from the respective traffic studies prepared for the projects or developed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition). Table 5-B summarizes the cumulative project trip generation. As shown in Table 5-B, the cumulative projects are expected to generate 9,615 net a.m. peak-hour trips, 13,862 net p.m. peak-hour trips, and 150,803 net daily trips.

Cumulative project trips were assigned to the roadway network based on either the distributions provided in the respective traffic studies for these projects or their locations in relation to surrounding land uses and regional arterials. Figure 5-3 illustrates the peak-hour cumulative project trip assignment at study area intersections. Figure 5-4 illustrates the peak-hour traffic volumes at study intersections under near-term conditions. Table 5-C shows the peak-hour traffic volumes at roadway segments under near-term conditions.

It should be noted that volume development for this scenario have been conducted as an intermediate step for the development of traffic volumes for the Near-Term Plus Project Conditions. As such, as recommended in the City's TIA Guidelines and approved during the scoping agreement process, this scenario has not been analyzed in the LTA.

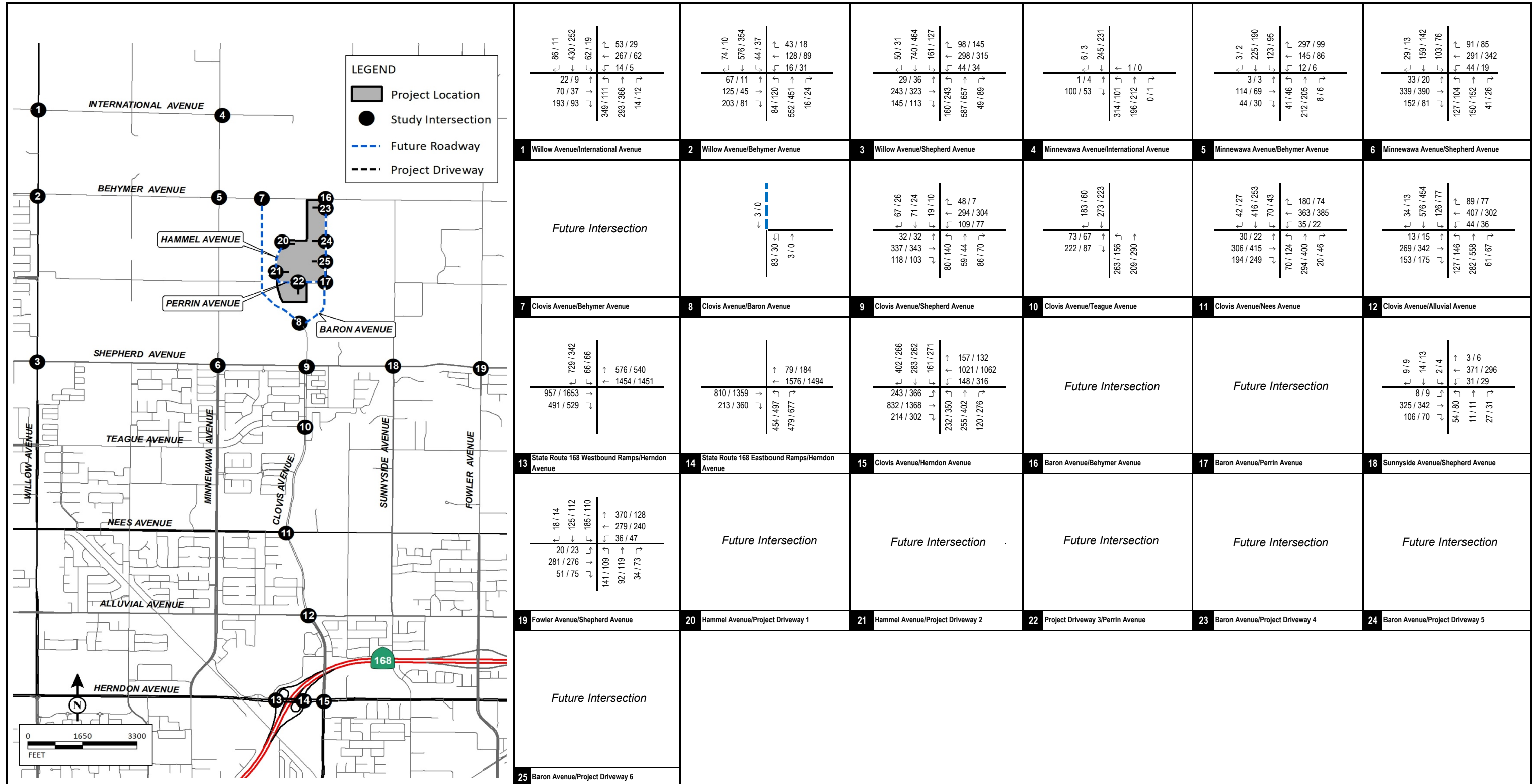
5.3 CUMULATIVE (2046) WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes for cumulative conditions were developed using the Fresno COG ABM. The methodology used to develop cumulative traffic volumes at all study intersections is consistent with the National Cooperative Highway Research Program (NCHRP) and Fresno COG's procedures for post-processing of modeled traffic volumes. Figure 5-5 illustrates the peak-hour traffic volumes at study intersections under cumulative conditions. Table 5-D shows the peak-hour traffic volumes at roadway segments under cumulative conditions.

Detailed volume development worksheets are included in Appendix D.

5.4 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 5-1: Existing Peak-Hour Traffic Volumes
- Figure 5-2: Cumulative Project Locations
- Figure 5-3: Cumulative Projects Trip Assignment
- Figure 5-4: Near-Term (2026) without Project Peak-Hour Traffic Volumes
- Figure 5-5: Cumulative (2046) without Project Peak-Hour Traffic Volumes
- Table 5-A: Existing Roadway Segment Peak-Hour Traffic Volumes
- Table 5-B: Cumulative Projects Trip Generation
- Table 5-C: Near-Term (2026) Roadway Segment Peak-Hour Traffic Volumes
- Table 5-D: Cumulative (2046) Roadway Segment Peak-Hour Traffic Volumes

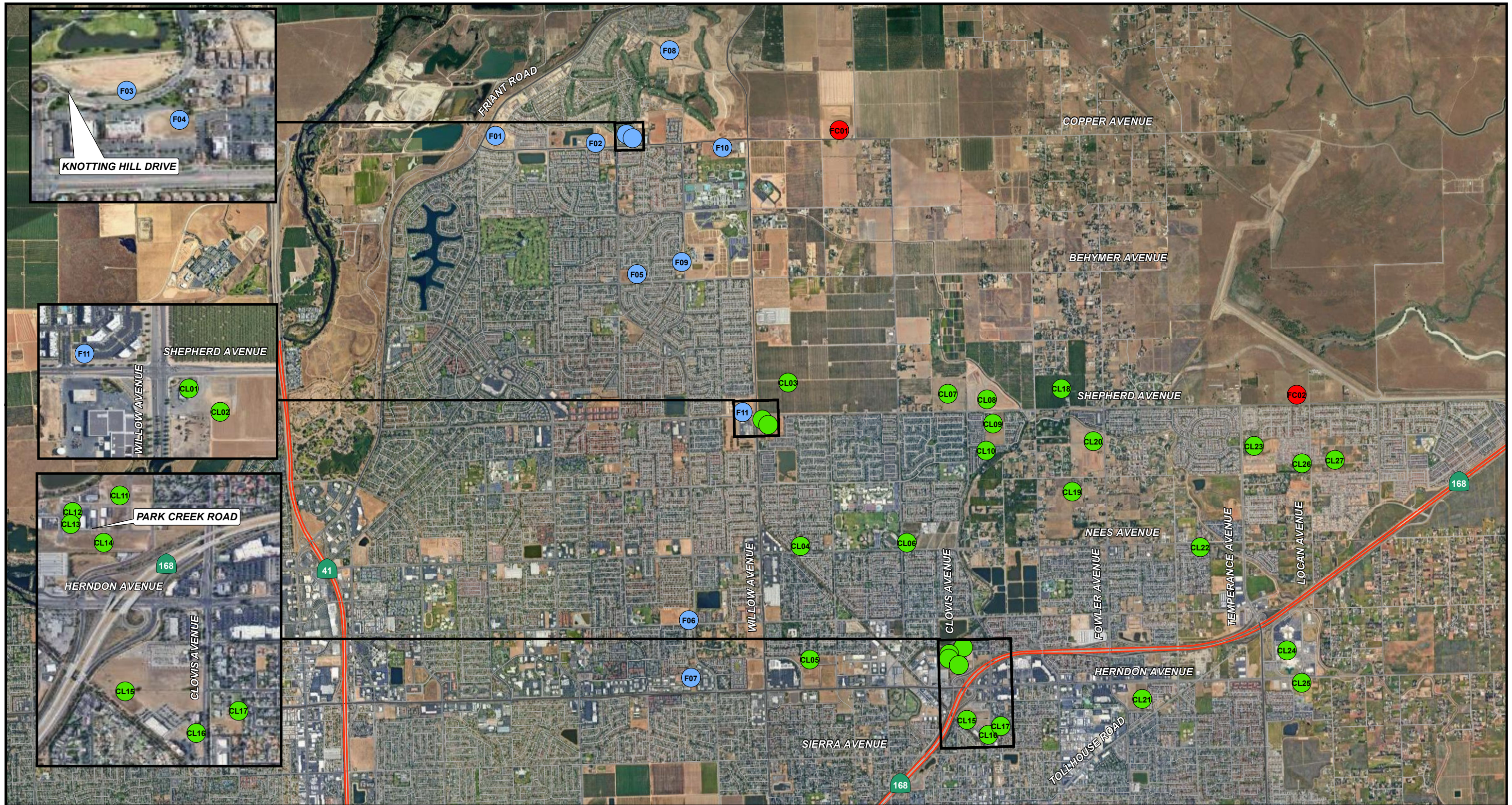


LSA

FIGURE 5-1

XXXX / YYYY
 AM / PM Peak Hour Traffic Volumes
 --- Future Roadway
 --- Project Driveway

Tract Map 6343 Project
 Transportation Impact Analysis
 Existing Peak Hour Traffic Volumes



LSA

LEGEND

- City of Fresno Cumulative Projects
- County of Fresno Cumulative Projects
- City of Clovis Cumulative Projects



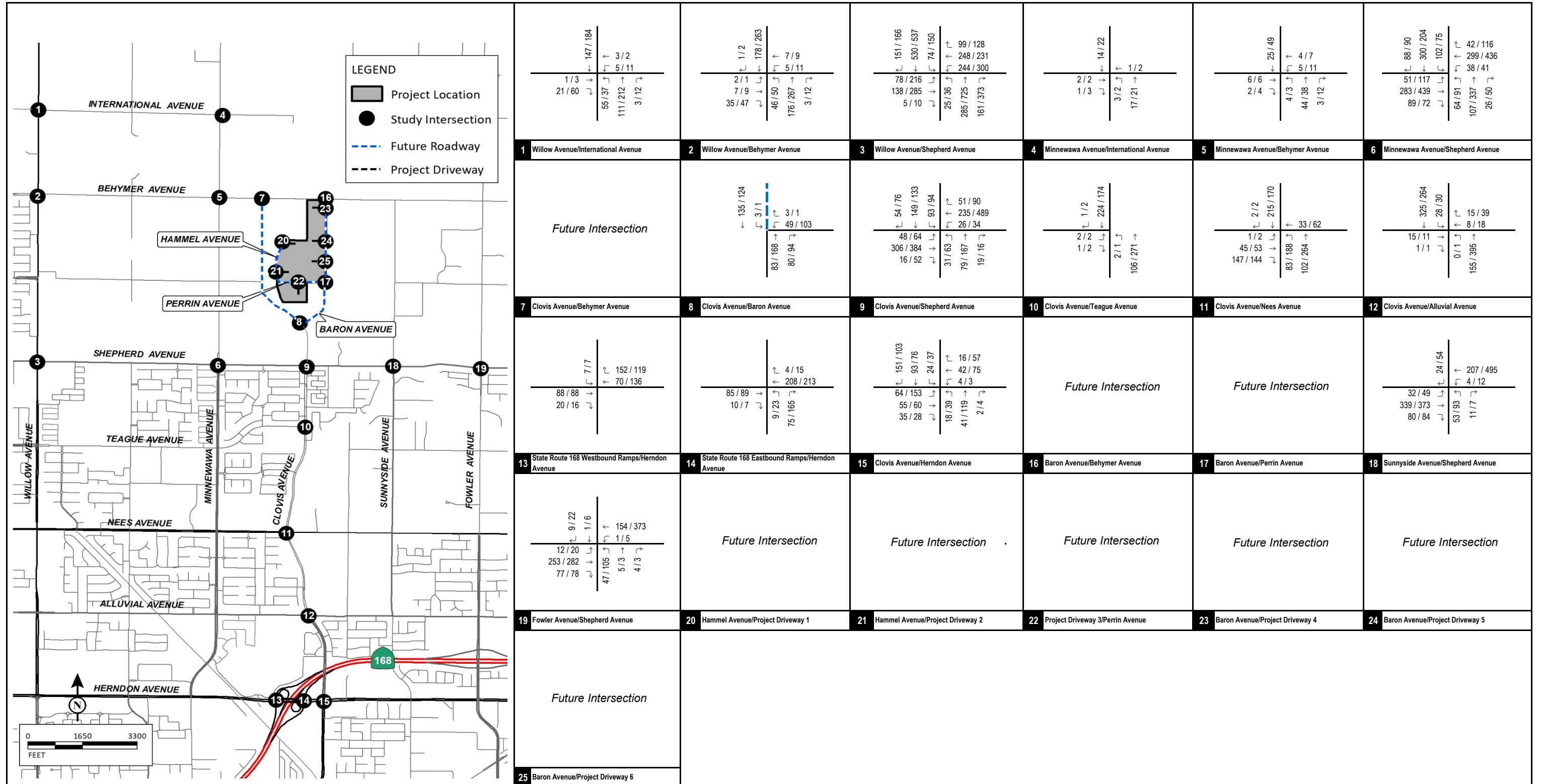
0 1800 3600
FEET

SOURCE: County of Fresno Streets Data 2021, Google Earth 2019

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FIGURE 5-2

Tract Map 6343 Project
Transportation Impact Analysis
Cumulative Project Locations

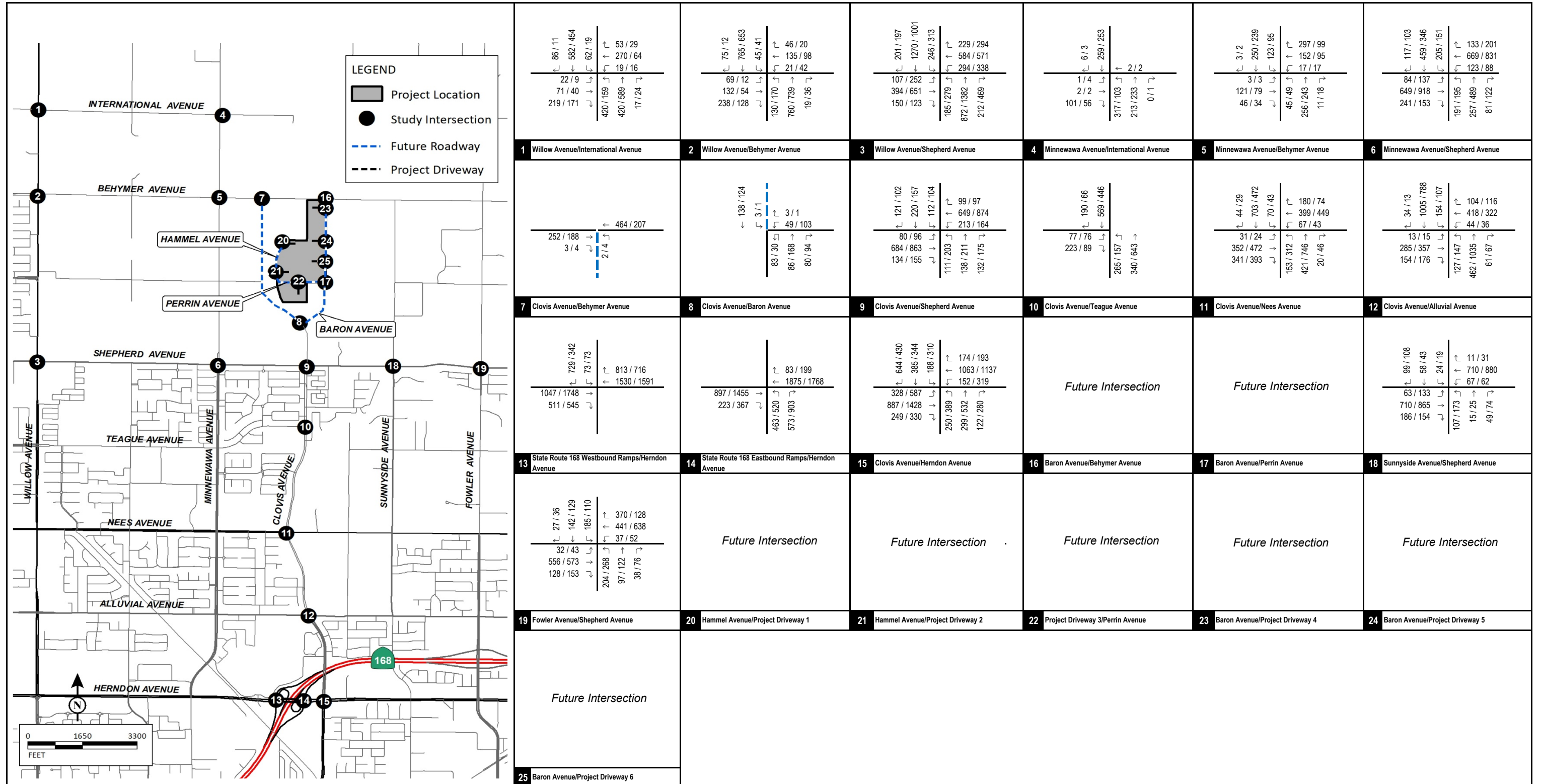


LSA

FIGURE 5-3

XXXX / YYYY
 AM / PM Peak Hour Traffic Volumes
 --- Future Roadway
 --- Project Driveway

Tract Map 6343 Project
 Transportation Impact Analysis
 Cumulative Projects Trip Assignment

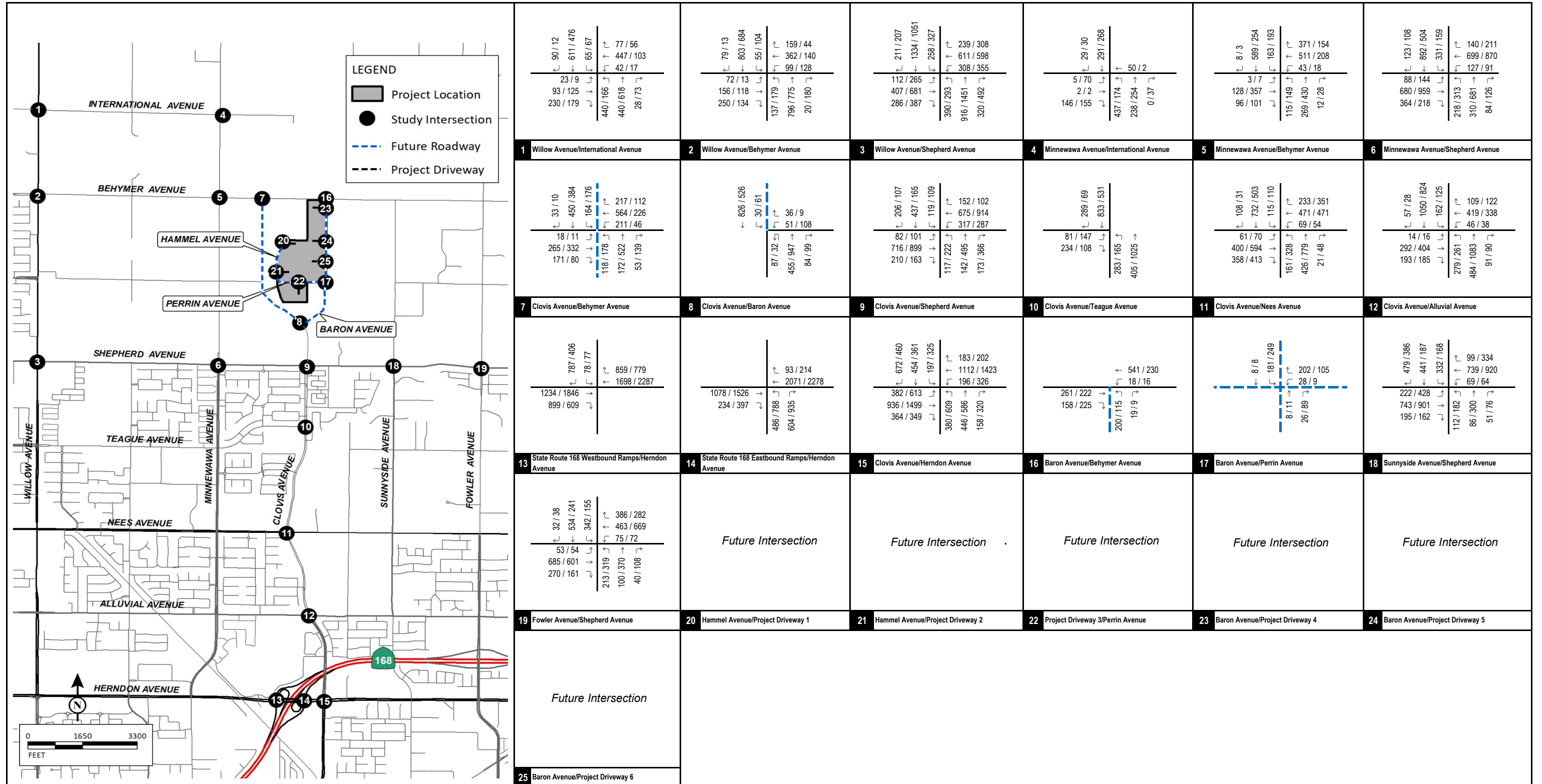


LSA

FIGURE 5-4

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes
--- Future Roadway
--- Project Driveway

Tract Map 6343 Project
Transportation Impact Analysis
Near-Term (2026) without Project Peak Hour Traffic Volumes



LSA

FIGURE 5-5

XXXX / YYYY
 AM / PM Peak Hour Traffic Volumes
 --- Future Roadway
 --- Project Driveway

Tract Map 6343 Project
 Transportation Impact Analysis
 Cumulative (2046) without Project Peak Hour Traffic Volumes

Table 5-A - Existing Roadway Segment Peak Hour Traffic Volumes

Roadway	#	Segment	A.M. Peak Hour			P.M. Peak Hour		
			Existing (2022)	Project Trips	Existing (2022) Plus Project	Existing (2022)	Project Trips	Existing (2022) Plus Project
International Avenue	1	between Willow Avenue and Minnewawa Avenue	469	4	473	162	5	167
Behymer Avenue	2	between Willow Avenue and Minnewawa Avenue	364	20	384	236	27	263
	3	between Minnewawa Avenue and Clovis Avenue	699	33	732	372	45	417
	4	between Clovis Avenue and Baron Avenue	699	33	732	372	45	417
Shepherd Avenue	5	between Willow Avenue and Minnewawa Avenue	884	74	958	1,033	100	1,133
	6	between Minnewawa Avenue and Clovis Avenue	906	108	1,014	942	145	1,087
	7	between Clovis Avenue and Sunnyside Avenue	870	54	924	806	72	878
	8	between Sunnyside Avenue and Fowler Avenue	749	42	791	704	56	760
Herndon Avenue	9	between State Route 168 Eastbound Ramps and Clovis Avenue	2,914	108	3,022	3,756	145	3,901
Willow Avenue	10	between International Avenue and Behymer Avenue	1,273	36	1,309	835	49	884
	11	between Behymer Avenue and Shepherd Avenue	1,632	20	1,652	1,452	27	1,479
Minnewawa Avenue	12	between International Avenue and Behymer Avenue	863	12	875	602	16	618
	13	between Behymer Avenue and Shepherd Avenue	542	0	542	483	0	483
Baron Avenue	14	between Behymer Avenue and Perrin Avenue	2	247	249	0	333	333
	15	between Perrin Avenue and Clovis Avenue	0	375	375	0	505	505
Clovis Avenue	16	between Baron Avenue and Shepherd Avenue	276	377	653	141	505	646
	17	between Shepherd Avenue and Teague Avenue	503	215	718	457	289	746
	18	between Teague Avenue and Nees Avenue	1,014	199	1,213	822	267	1,089
	19	between Nees Avenue and Alluvial Avenue	1,007	161	1,168	1,087	217	1,304
	20	between Alluvial Avenue and Herndon Avenue	1,476	153	1,629	1,726	206	1,932

Table 5-B - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
CL01 . Enzon's Table Commercial									
1958 N Willow Avenue									
	Strip Retail Plaza (<40k) ¹	24.287 TSF							
	Trips/Unit		1.42	0.94	2.36	3.30	3.29	6.59	54.45
	Trip Generation		34	23	57	80	80	160	1,322
	Pass-by Trips ²		0	0	0	(32)	(32)	(64)	(529)
	Net New Trips		34	23	57	48	48	96	793
CL02 . Enzon's Table Residential									
1959 N Willow Avenue									
	Single-Family Detached Housing ³	258 DU							
	Trips/Unit		0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation		46	134	180	152	90	242	2,433
CL03 . Heritage Grove⁴									
Planning Areas 1-5									
	Single-Family Detached Housing ³	646 DU							
	Trips/Unit		0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation		116	336	452	381	226	607	6,092
	Single-Family Attached Housing ⁵	56 DU							
	Trips/Unit		0.15	0.33	0.48	0.32	0.25	0.57	7.20
	Trip Generation		8	18	26	18	14	32	403
	Multifamily Housing (Low-Rise) Not Close to Rail Transit ⁶	2,108 DU							
	Trips/Unit		0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation		211	632	843	675	401	1,076	14,208
	Shopping Center (>150) ⁷	918.724 TSF							
	Trips/Unit		0.52	0.32	0.84	1.63	1.77	3.40	37.01
	Trip Generation		478	294	772	1,498	1,626	3,124	34,002
	Pass-by Trips ⁸		0	0	0	(434)	(472)	(906)	(9,861)
	Net New Trips		478	294	772	1,064	1,154	2,218	24,141
	Planning Areas 6,7,8,10,11,12								
	Single-Family Detached Housing ³	1,923 DU							
	Trips/Unit		0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation		346	1,000	1,346	1,135	673	1,808	18,134
	Single-Family Attached Housing ⁵	339 DU							
	Trips/Unit		0.15	0.33	0.48	0.32	0.25	0.57	7.20
	Trip Generation		51	112	163	108	85	193	2,441
	Planning Area 9								
	Elementary School ⁹	750 STU							
	Trips/Unit		0.40	0.34	0.74	0.07	0.09	0.16	2.27
	Trip Generation		300	255	555	53	68	121	1,703
	Planning Areas 13-17								
	Single-Family Detached Housing ³	545 DU							
	Trips/Unit		0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation		98	283	381	322	191	513	5,139
	Shopping Plaza (40-150k) -Supermarket -Yes ¹⁰	77.467 TSF							
	Trips/Unit		2.19	1.34	3.53	4.33	4.70	9.03	94.49
	Trip Generation		170	104	274	335	364	699	7,320
	Pass-by Trips ¹¹		0	0	0	(134)	(146)	(280)	(2,928)
	Net New Trips		170	104	274	201	218	419	4,392
	Total Gross Trip Generation		1,778	3,034	4,812	4,525	3,648	8,173	89,442
	Total Pass-By Trips		0	0	0	(568)	(617)	(1,186)	(12,789)
	Total Net Trip Generation		1,778	3,034	4,812	3,957	3,031	6,987	76,653

Table 5-B - Cumulative Projects Trip Generation

Project				A.M. Peak Hour			P.M. Peak Hour			Daily
No.	Land Use/Builder/Applicant/Project Name	Units		In	Out	Total	In	Out	Total	
CL04 . TM 6348										
	Northeast of Timmy Avenue and Ness Avenue									
	Single-Family Detached Housing ³	10	DU							
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			2	5	7	6	4	10	94
CL05 . TM 6262¹²										
	Trip Generation	185	DU	20	66	86	66	38	104	1,356
CL06 . The Well Church¹³										
	Trip Generation	80.000	TSF	16	11	27	18	22	40	556
CL07 . TM 6050¹⁴										
	Trip Generation	255	DU	47	142	189	159	93	252	2,407
CL08 . Lennar - Tract no. 6200 -Phase 1¹⁵										
	Trip Generation	176	DU	32	98	130	110	64	174	1,661
CL09 . Tract 6263¹⁶										
	Trip Generation	137	DU	25	76	101	86	50	136	1,293
CL10 . TM 6268										
	Southwest of Clovis Avenue and Riordan Avenue									
	Single-Family Detached Housing ³	10	DU							
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			2	5	7	6	4	10	94
CL11 . SPR 2021-004										
	622 N Pollasky Avenue									
	Warehousing ^{17,18}	15.100	TSF							
	Auto Trips			1	1	2	1	1	2	18
	Total Truck Trips			0	0	0	0	1	1	8
	Total Trip Generation			1	1	2	1	2	3	26
CL12 . SPR 2020-002										
	466 Spruce Avenue									
	Warehousing ^{17,18}	11.470	TSF							
	Auto Trips			1	0	1	0	1	1	14
	Total Truck Trips			0	0	0	0	0	0	6
	Total Trip Generation			1	0	1	0	1	1	20
CL13 . SPR 2020-007										
	541 DeWitt Avenue									
	Warehousing ^{17,18}	7.800	TSF							
	Auto Trips			1	0	1	0	1	1	9
	Total Truck Trips			0	0	0	0	0	0	4
	Total Trip Generation			1	0	1	0	1	1	13
CL14 . SPR 2021-014										
	520 Park Creek									
	Warehousing ^{17,18}	9.897	TSF							
	Auto Trips			1	0	1	0	1	1	12
	Total Truck Trips			0	0	0	0	0	0	5
	Total Trip Generation			1	0	1	0	1	1	17
CL15 . Tru Hotel Site										
	West of Clovis Avenue and Palo Alto Avenue									
	Hotel ¹⁹	86	RM							
	Trips/Unit			0.26	0.20	0.46	0.30	0.29	0.59	7.99
	Trip Generation			22	17	39	26	25	51	687
CL16 . SPR 2021-005										
	100 N Clovis Avenue									
	Medical-Dental Office Building - Stand-Alone ²⁰	4.406	TSF							
	Trips/Unit			2.45	0.65	3.10	1.18	2.75	3.93	36.00
	Trip Generation			11	3	14	5	12	17	159

Table 5-B - Cumulative Projects Trip Generation

Project				A.M. Peak Hour			P.M. Peak Hour			Daily
				In	Out	Total	In	Out	Total	
CL17	SPR 2005-037A									
	153 N Clovis Avenue									
	General Office Building ²¹	3.298	TSF							
	Trips/Unit			1.34	0.18	1.52	0.24	1.20	1.44	10.84
	Trip Generation			4	1	5	1	4	5	36
CL18	North Shepherd²²									
	Trip Generation	605	DU	109	315	424	357	212	569	5,705
CL19	TM 6284²³									
	Trip Generation	74	DU	14	42	56	47	27	74	700
CL20	Tract 6154²⁴									
	Trip Generation	95	DU	18	54	72	60	35	95	906
CL21	TM 5807									
	Southwest of Herndon Avenue and Armstrong Avenue									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit ⁶	252	DU							
	Trips/Unit			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			25	76	101	81	48	129	1,698
CL22	TM 6367									
	West of Temperance Avenue and Ness Avenue									
	Single-Family Detached Housing ³	8	DU							
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			1	4	5	5	3	8	75
CL23	TM6309									
	East of Temperance Avenue and South of Shepherd Avenue									
	Single-Family Detached Housing ³	101	DU							
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			18	53	71	60	35	95	952
CL24	SPR 90-088A12²⁵									
	Trip Generation	150	Occupied Beds Hotel	1,153	469	1,622	978	1,674	2,652	30,008
		220.000	TSF Retail							
		468.844	TSF Hospital							
		354.392	TSF MOB							
		100.00	Occupied Beds Assisted Living							
CL25	SPR 2018-020									
	West of Temperance Avenue and Herndon Avenue									
	Assisted Living ²⁶	150	Beds							
	Trips/Unit			0.11	0.07	0.18	0.09	0.15	0.24	2.60
	Trip Generation			17	11	28	14	23	37	390
CL26	Tract 6339²⁷									
	Trip Generation	37	DU	7	20	27	23	14	37	349
CL27	TM 6239²⁷									
	Trip Generation	162	DU	30	90	120	101	59	160	1,529
FC01	CUP 3588									
	Northwest of Cooper Avenue and Auberry Road									
	Campground/Recreational Vehicle Park ²⁸	38.030	AC							
	Trips/Unit			0.20	0.28	0.48	0.68	0.30	0.98	7.30
	Trip Generation			8	11	19	26	11	37	278
FC02	CUP 3526									
	Northwest of Cooper Avenue and Lucan Avenue									
	Campground/Recreational Vehicle Park ²⁸	38.910	AC							
	Trips/Unit			0.20	0.28	0.48	0.68	0.30	0.98	7.30
	Trip Generation			8	11	19	26	12	38	284

Table 5-B - Cumulative Projects Trip Generation

Project				A.M. Peak Hour			P.M. Peak Hour			Daily
No.	Land Use/Builder/Applicant/Project Name	Units		In	Out	Total	In	Out	Total	
F01	Copper River Apartments 1000 E Copper Avenue									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit ⁶	501	DU							
	Trips/Unit			0.10	0.30	0.40	0.32	0.19	0.51	
	Trip Generation			50	150	200	160	95	255	
									6.74	
									3,377	
F02	P21-05249 1880 E Copper Avenue									
	Convenience Store/Gas Station - GFA (2-4k) ²⁹	4	VFP							
	Trips/Unit			8.03	8.03	16.06	9.21	9.21	18.42	
	Trip Generation			32	32	64	37	37	74	
	Pass-by Trips ³⁰			(19)	(19)	(38)	(21)	(21)	(41)	
	Net New Trips			13	13	26	16	16	33	
									265.12	
									1,060	
									(615)	
									445	
	Strip Retail Plaza (<40k) ¹	23.400	TSF							
	Trips/Unit			1.42	0.94	2.36	3.30	3.29	6.59	
	Trip Generation			33	22	55	77	77	154	
	Pass-by Trips ²			0	0	0	(31)	(31)	(62)	
	Net New Trips			33	22	55	46	46	92	
									54.45	
									1,274	
									(510)	
									764	
									2,334	
									(1,124)	
									1,210	
				65	54	119	114	114	228	
				(19)	(19)	(38)	(52)	(52)	(103)	
				46	35	81	62	62	125	
F03	P20-02040 11075 N Knotting Hill Drive									
	General Office Building ²¹	28.000	TSF							
	Trips/Unit			1.34	0.18	1.52	0.24	1.20	1.44	
	Trip Generation			38	5	43	7	34	41	
									10.84	
									304	
F04	P21-05913 2066 E Copper Avenue									
	Medical-Dental Office Building - Stand-Alone ²⁰	43.560	TSF							
	Trips/Unit			2.45	0.65	3.10	1.18	2.75	3.93	
	Trip Generation			107	28	135	51	120	171	
									36.00	
									1,568	
F05	P21-01385- Maple & Behymer Commercial and Self- 10061 N Maple Avenue									
	Convenience Store/Gas Station - GFA (2-4k) ²⁹	16	VFP							
	Trips/Unit			8.03	8.03	16.06	9.21	9.21	18.42	
	Trip Generation			128	128	256	147	147	294	
	Pass-by Trips ³⁰			(97)	(97)	(195)	(110)	(110)	(221)	
	Net New Trips			31	31	61	37	37	74	
									265.12	
									4,242	
									(3,203)	
									1,039	
	Strip Retail Plaza (<40k) ¹	6.900	TSF							
	Trips/Unit			1.42	0.94	2.36	3.30	3.29	6.59	
	Trip Generation			10	6	16	23	23	46	
	Pass-by Trips ²			0	0	0	(9)	(9)	(18)	
	Net New Trips			10	6	16	14	14	28	
									54.45	
									376	
									(150)	
									226	
	Fast-Food Restaurant without Drive-Through Window ³¹	1.892	TSF							
	Trips/Unit			25.04	18.14	43.18	16.61	16.60	33.21	
	Trip Generation			47	34	81	31	31	62	
	Pass-by Trips ³²			(24)	(17)	(41)	(17)	(17)	(34)	
	Net New Trips			24	17	41	14	14	28	
									450.49	
									852	
									(447)	
									405	
	Fast-Food Restaurant with Drive-Through Window ³³	2.695	TSF							
	Trips/Unit			22.75	21.86	44.61	17.18	15.85	33.03	
	Trip Generation			61	59	120	46	43	89	
	Pass-by Trips ³⁴			(31)	(30)	(60)	(25)	(24)	(49)	
	Net New Trips			31	30	60	21	19	40	
									467.48	
									1,260	
									(662)	
									599	
	Mini Warehouse ³⁵	164.611	TSF							
	Trips/Unit			0.05	0.04	0.09	0.07	0.08	0.15	
	Trip Generation			8	7	15	12	13	25	
									1.45	
									239	

Table 5-B - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
	Automated Car Wash ³⁶	2,420 TSF							
	Trips/Unit		5.66	3.32	8.98	7.10	7.10	14.20	163.09
	Trip Generation		14	8	22	17	17	34	395
	Total Gross Trip Generation		268	242	510	276	274	550	7,364
	Total Pass-By Trips		(151)	(144)	(295)	(162)	(160)	(322)	(4,462)
	Total Net Trip Generation		117	98	215	114	114	228	2,902
F06	P21-02506								
	7521 N Chesnut Avenue								
	Multifamily Housing (Low-Rise) Not Close to Rail Transit ⁶	105 DU							
	Trips/Unit		0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation		11	32	43	34	20	54	708
F07	P20-03299								
	2471 E Fir Avenue								
	General Office Building ²¹	18,175 TSF							
	Trips/Unit		1.34	0.18	1.52	0.24	1.20	1.44	10.84
	Trip Generation		24	3	27	4	22	26	197
F08	P21-01875								
	11479 N Willow Avenue								
	Single-Family Detached Housing ³	518 DU							
	Trips/Unit		0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation		93	269	362	306	181	487	4,885
F09	P20-00213								
	10047 N Chestnut Avenue								
	Multifamily Housing (Low-Rise) Not Close to Rail Transit ⁶	106 DU							
	Trips/Unit		0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation		11	32	43	34	20	54	714
F10	T-6249³⁷								
	Trip Generation	274 DU	62	158	220	205	138	343	3,537
		28,000 TSF Retail							
F11	P22-00358								
	2884 East Shepherd Avenue								
	Fast-Food Restaurant without Drive-Though Window ³¹	1,070 TSF							
	Trips/Unit		25.04	18.14	43.18	16.61	16.60	33.21	450.49
	Trip Generation		27	19	46	18	18	36	482
	Pass-by Trips ³²		(14)	(10)	(23)	(10)	(10)	(20)	(253)
	Net New Trips		14	10	23	8	8	16	229
	Gross Trip Generation		4,207	5,764	9,971	8,228	7,328	15,556	169,960
	Pass-By Trips Reduction		(184)	(172)	(356)	(824)	(871)	(1,694)	(19,157)
	Total Net Trip Generation		4,023	5,592	9,615	7,404	6,457	13,862	150,803

Notes:

- DU = Dwelling Units; TSF = Thousand Square Feet; RM = Rooms; VFP = Vehicle Fueling Positions; MOB=Medical Office Building; STU = Students; AC=Acre.
- ¹ Rates from Institute of Transportation Engineers (ITE) Trip Generation Manual , (11th Edition) Land Use 822 - "Strip Retail Plaza (<40k)", Setting/Location - 'General Urban/Suburban'.
- ² Since pass-by rates from the ITE Trip Generation Manual (11th Edition) for Land Use 822 - 'Strip Retail Plaza (<40k)' do not exist. Pass-by rates were taken from Land Use 821 - 'Shopping Plaza (40-150k).' A pass-by rate of 40% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual , the p.m. pass-by rate was used as the daily pass-by rate.
- ³ Rates from ITE Trip Generation Manual , (11th Edition), Land Use 210 - "Single-Family Detached Housing " , Setting/Location - 'General Urban/Suburban'.
- ⁴ Based on the information obtained from the City, only Phase 1 of the Heritage Grove Specific Plan (between Shepherd to Perrin) is estimated to be completed by 2028. Therefore, trip generation for only Phase 1 of the Heritage Grove have been considered. Trip generation rates from ITE Trip Generation Manual , (11th Edition)for various land uses have been used to estimate the trip generation for this project. Trip distribution for this project have been developed using the Fresno COG ABM select zone model run for these areas.
- ⁵ Rates from ITE Trip Generation Manual , (11th Edition), Land Use 215 - "Single-Family Attached Housing " , Setting/Location - 'General Urban/Suburban'.
- ⁶ Rates from ITE Trip Generation Manual , (11th Edition), Land Use 220 - "Multifamily Housing (Low Rise) Not Close to Rail Transit " , Setting/Location - 'General Urban/Suburban'.
- ⁷ Rates from ITE Trip Generation Manual , (11th Edition), Land Use 820 - "Shopping Center (>150k)", Setting/Location - 'General Urban/Suburban'.
- ⁸ Pass-by rates from the ITE Trip Generation Manual (11th Edition) for Land Use 820 - 'Shopping Center (>150k).' A pass-by rate of 29% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual , the p.m. pass-by rate was used as the daily pass-by rate.
- ⁹ Rates from ITE Trip Generation Manual , (11th Edition), Land Use 520 - "Elementary School " , Setting/Location - 'General Urban/Suburban'.
- ¹⁰ Rates from ITE Trip Generation Manual , (11th Edition), Land Use 821 - "Shopping Plaza (40-150k)- Supermarket - Yes " , Setting/Location - 'General Urban/Suburban'.

- ¹¹ Pass-by rates from the *ITE Trip Generation Manual* (11th Edition) for Land Use 821 - 'Shopping Plaza (40-150k)- Supermarket - Yes.' A pass-by rate of 40% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the *ITE Trip Generation Manual*, the p.m. pass-by rate was used as the daily pass-by rate.
- ¹² Trip generation taken from "Proposed Multifamily Residential Development Tentative Tract No. 6262" traffic study by Peters Engineering Group (May 2019).
- ¹³ Trip generation taken from "Proposed Church" traffic study by Peters Engineering Group (March 2021).
- ¹⁴ Trip generation taken from "Tentative Tract 6050 (Single-Family Housing)" traffic study by JLB Traffic Engineering, Inc. (April 2020).
- ¹⁵ Trip generation taken from "Shepherd Avenue" traffic study by JLB Traffic Engineering, Inc. (June 2018).
- ¹⁶ Trip generation taken from "TT 6263" traffic study by JLB Traffic Engineering, Inc. (August 2019).
- ¹⁷ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 150 - "Warehousing", Setting/Location - 'General Urban/Suburban'.
- ¹⁸ The truck mix percentages were obtained from South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, The truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks. All truck trips were converted to passenger PCEs using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4 or more axle trucks.
- ¹⁹ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 310 - "Hotel", Setting/Location - 'General Urban/Suburban'.
- ²⁰ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 720 - "Medical-Dental Office Building - Stand Alone", Setting/Location - 'General Urban/Suburban'.
- ²¹ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 710 - "General Office Building", Setting/Location - 'General Urban/Suburban'.
- ²² Trip generation taken from "North Shepherd" scoping agreement by LSA (July 2022).
- ²³ Trip generation taken from "Proposed McKenney Assemblage - Tract 6284" traffic study by Peters Engineering Group (March 2020).
- ²⁴ Trip generation taken from "Proposed Dry Creek Preserve Master Plan" traffic study by Peters Engineering Group (February 2018).
- ²⁵ Trip generation taken from "Master Plan Expansion of the Clovis Community Medical Center" traffic study by JLB Traffic Engineering, Inc. (November 2017).
- ²⁶ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 254 - "Assisted Living", Setting/Location - 'General Urban/Suburban'.
- ²⁷ Trip generation taken from "Locan 35" traffic study by JLB Traffic Engineering, Inc. (October 2019).
- ²⁸ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 416 - "Campground/Recreational Vehicle Park", Setting/Location - 'General Urban/Suburban'.
- ²⁹ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 945 - "Convenience Store/Gas Station - GFA (2-4K)", Setting/Location - 'General Urban/Suburban'.
- ³⁰ Pass-by rates from the *ITE Trip Generation Manual* (11th Edition) for Land Use 945 - 'Convenience Store/Gas Station - GFA (2-4K).' A pass-by rate of 60% was used for the a.m. peak hour and a pass-by rate of 56% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the *ITE Trip Generation Manual*, the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.
- ³¹ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 933 - "Fast-Food Restaurant without Drive-Through Window", Setting/Location - 'General Urban/Suburban'.
- ³² Since pass-by rates from the *ITE Trip Generation Manual* (11th Edition) for Land Use 933 - 'Fast-Food Restaurant without Drive-Through Window' do not exist. Pass-by rates were taken from Land Use 934 - 'Fast-Food Restaurant with Drive-Through Window.' A pass-by rate of 50% was used for the a.m. peak hour and a pass-by rate of 55% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the *ITE Trip Generation Manual*, the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.
- ³³ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 934 - "Fast-Food Restaurant with Drive-Through Window", Setting/Location - 'General Urban/Suburban'.
- ³⁴ Pass-by rates from the *ITE Trip Generation Manual* (11th Edition) for Land Use 934 - 'Fast-Food Restaurant with Drive-Through Window.' A pass-by rate of 50% was used for the a.m. peak hour and a pass-by rate of 55% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the *ITE Trip Generation Manual*, the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.
- ³⁵ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 151 - "Mini Warehouse", Setting/Location - 'General Urban/Suburban'.
- ³⁶ Rates from *ITE Trip Generation Manual*, (11th Edition), Land Use 948 - "Automated Car Wash", Setting/Location - 'General Urban/Suburban'.
- ³⁷ Trip generation taken from "Tract 6249" traffic study by KD Anderson & Associates, Inc. (June 2019).

Table 5-C - Near Term (2026) Roadway Segment Peak Hour Traffic Volumes

Roadway	#	Segment	A.M. Peak Hour						P.M. Peak Hour					
			Existing (2022)	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	Existing (2022) NP	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project
International Avenue	1	between Willow Avenue and Minnewawa Avenue	469	12	0	481	4	485	162	28	0	190	5	195
Behymer Avenue	2	between Willow Avenue and Minnewawa Avenue	364	22	4	390	20	410	236	41	6	283	27	310
	3	between Minnewawa Avenue and Clovis Avenue	699	18	4	721	33	754	372	36	6	414	45	459
	4	between Clovis Avenue and Baron Avenue	699	13	4	716	33	749	372	28	6	406	45	451
Shepherd Avenue	5	between Willow Avenue and Minnewawa Avenue	884	974	106	1,964	74	2,038	1,033	1,481	142	2,656	100	2,756
	6	between Minnewawa Avenue and Clovis Avenue	906	790	161	1,857	108	1,965	942	1,157	217	2,316	145	2,461
	7	between Clovis Avenue and Sunnyside Avenue	870	798	267	1,935	54	1,989	806	1,151	359	2,316	72	2,388
Herndon Avenue	8	between Sunnyside Avenue and Fowler Avenue	749	561	251	1,561	42	1,603	704	887	336	1,927	56	1,983
	9	between State Route 168 Eastbound Ramps and Clovis Avenue	2,914	372	112	3,398	108	3,506	3,756	482	129	4,367	145	4,512
Willow Avenue	10	between International Avenue and Behymer Avenue	1,273	357	47	1,677	36	1,713	835	533	63	1,431	49	1,480
	11	between Behymer Avenue and Shepherd Avenue	1,632	1,217	43	2,892	20	2,912	1,452	1,922	57	3,431	27	3,458
Minnewawa Avenue	12	between International Avenue and Behymer Avenue	863	69	0	932	12	944	602	87	0	689	16	705
	13	between Behymer Avenue and Shepherd Avenue	542	690	0	1,232	0	1,232	483	939	0	1,422	0	1,422
Baron Avenue	14	between Behymer Avenue and Perrin Avenue	2	11	0	13	247	260	0	17	0	17	333	350
	15	between Perrin Avenue and Clovis Avenue	0	135	0	135	375	510	0	199	0	199	505	704
Clovis Avenue	16	between Baron Avenue and Shepherd Avenue	276	474	0	750	377	1,127	141	624	0	765	505	1,270
	17	between Shepherd Avenue and Teague Avenue	503	333	105	941	215	1,156	457	465	142	1,064	289	1,353
	18	between Teague Avenue and Nees Avenue	1,014	333	97	1,444	199	1,643	822	448	131	1,401	267	1,668
	19	between Nees Avenue and Alluvial Avenue	1,007	547	129	1,683	161	1,844	1,087	766	152	2,005	217	2,222
	20	between Alluvial Avenue and Herndon Avenue	1,476	481	129	2,086	153	2,239	1,726	661	152	2,539	206	2,745

Table 5-D - Cumulative (2046) Roadway Segment Peak Hour Traffic Volumes

Roadway	#	Segment	A.M. Peak Hour				P.M. Peak Hour					
			Cumulative (2046) Without Project	Shepherd North Trips	Adjusted Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Adjusted Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
International Avenue	1	between Willow Avenue and Minnewawa Avenue	745	0	745	4	749	442	0	442	5	447
Behymer Avenue	2	between Willow Avenue and Minnewawa Avenue	929	4	933	20	953	920	6	926	27	953
	3	between Minnewawa Avenue and Clovis Avenue	1,248	4	1,252	33	1,285	977	6	983	45	1,028
	4	between Clovis Avenue and Baron Avenue	1,424	4	1,428	33	1,461	1,042	6	1,048	45	1,093
Shepherd Avenue	5	between Willow Avenue and Minnewawa Avenue	1,951	106	2,057	74	2,131	2,640	142	2,782	100	2,882
	6	between Minnewawa Avenue and Clovis Avenue	1,781	161	1,942	108	2,050	2,204	217	2,421	145	2,566
	7	between Clovis Avenue and Sunnyside Avenue	1,751	267	2,018	54	2,072	2,055	359	2,414	72	2,486
Herndon Avenue	8	between Sunnyside Avenue and Fowler Avenue	1,356	251	1,607	42	1,649	1,671	336	2,007	56	2,063
	9	between State Route 168 Eastbound Ramps and Clovis Avenue	3,645	112	3,757	108	3,865	4,647	129	4,776	145	4,921
Willow Avenue	10	between International Avenue and Behymer Avenue	1,712	47	1,759	36	1,795	1,436	63	1,499	49	1,548
	11	between Behymer Avenue and Shepherd Avenue	2,991	43	3,034	20	3,054	3,543	57	3,600	27	3,627
Minnewawa Avenue	12	between International Avenue and Behymer Avenue	1,399	0	1,399	12	1,411	1,145	0	1,145	16	1,161
	13	between Behymer Avenue and Shepherd Avenue	1,791	0	1,791	0	1,791	1,561	0	1,561	0	1,561
Baron Avenue	14	between Behymer Avenue and Perrin Avenue	621	0	621	247	868	554	0	554	333	887
	15	between Perrin Avenue and Clovis Avenue	803	0	803	375	1,178	787	0	787	505	1,292
Clovis Avenue	16	between Baron Avenue and Shepherd Avenue	1,118	0	1,118	377	1,495	955	0	955	505	1,460
	17	between Shepherd Avenue and Teague Avenue	1,219	105	1,324	215	1,539	1,445	142	1,587	289	1,876
	18	between Teague Avenue and Nees Avenue	1,568	97	1,665	199	1,864	1,636	131	1,767	267	2,034
	19	between Nees Avenue and Alluvial Avenue	1,632	129	1,761	161	1,922	1,946	152	2,098	217	2,315
	20	between Alluvial Avenue and Herndon Avenue	2,093	129	2,222	153	2,375	2,506	152	2,658	206	2,864

6.0 PROJECT TRAFFIC

6.1 PROJECT TRIP GENERATION

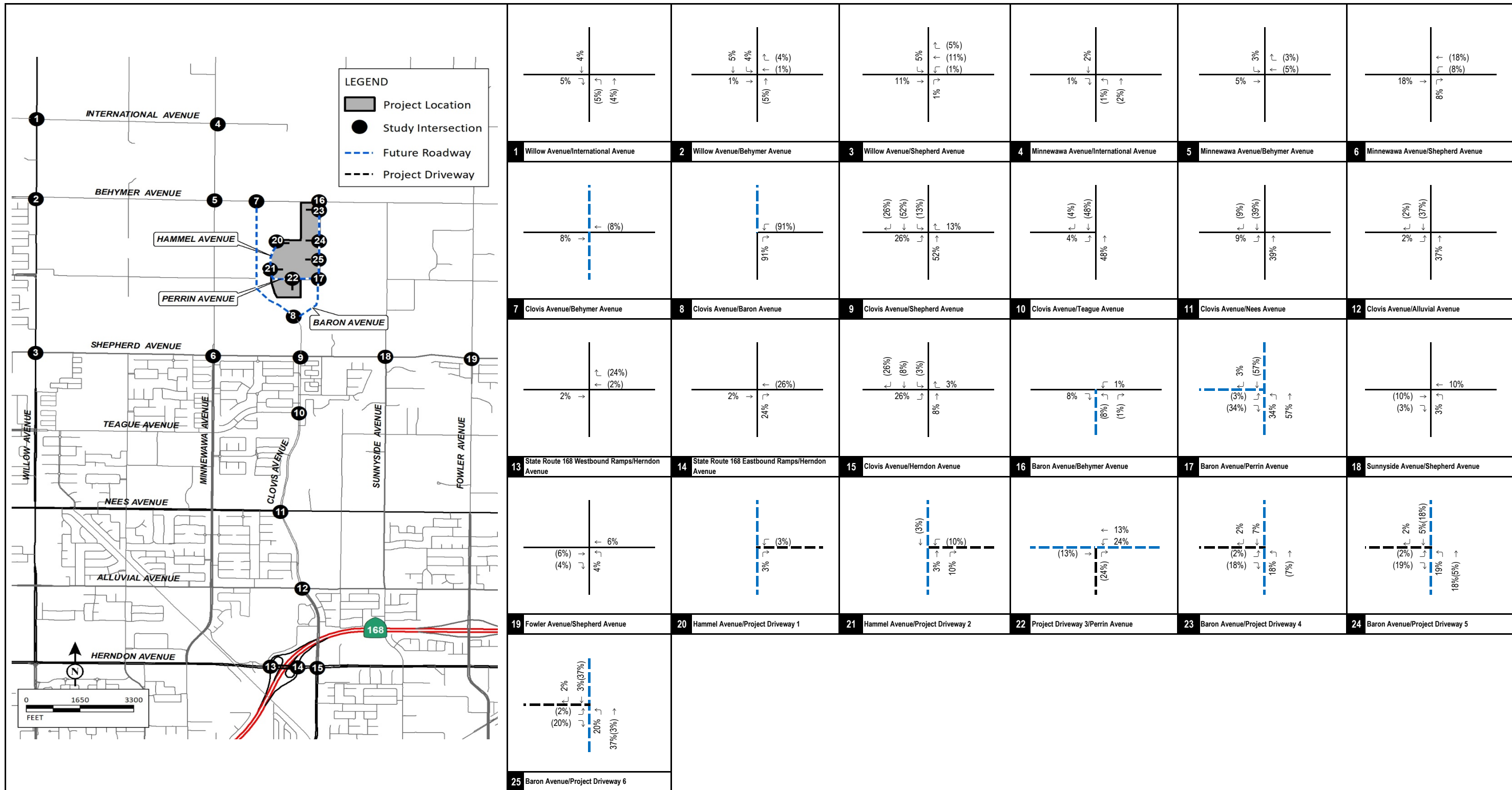
The trip generation for the proposed project was developed using rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 210 – “Single-Family Detached Housing.” Table 6-A summarizes the project trip generation. As shown in Table 6-A, the project is anticipated to generate 413 trips in the a.m. peak hour, 555 trips in the p.m. peak hour, and 5,564 daily trips.

6.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was developed using select zone model runs obtained from the Fresno COG ABM. Appendix A includes the select zone model plots for the proposed project. Figure 6-1 illustrates the project trip distribution. The project trip generation was applied to the corresponding trip distribution pattern to develop the project trip assignment. Figure 6-2 illustrates the project trip assignment.

6.3 LIST OF CHAPTER 6.0 FIGURES AND TABLES

- Figure 6-1: Project Trip Distribution
- Figure 6-2: Project Trip Assignment
- Table 6-A: Project Trip Generation

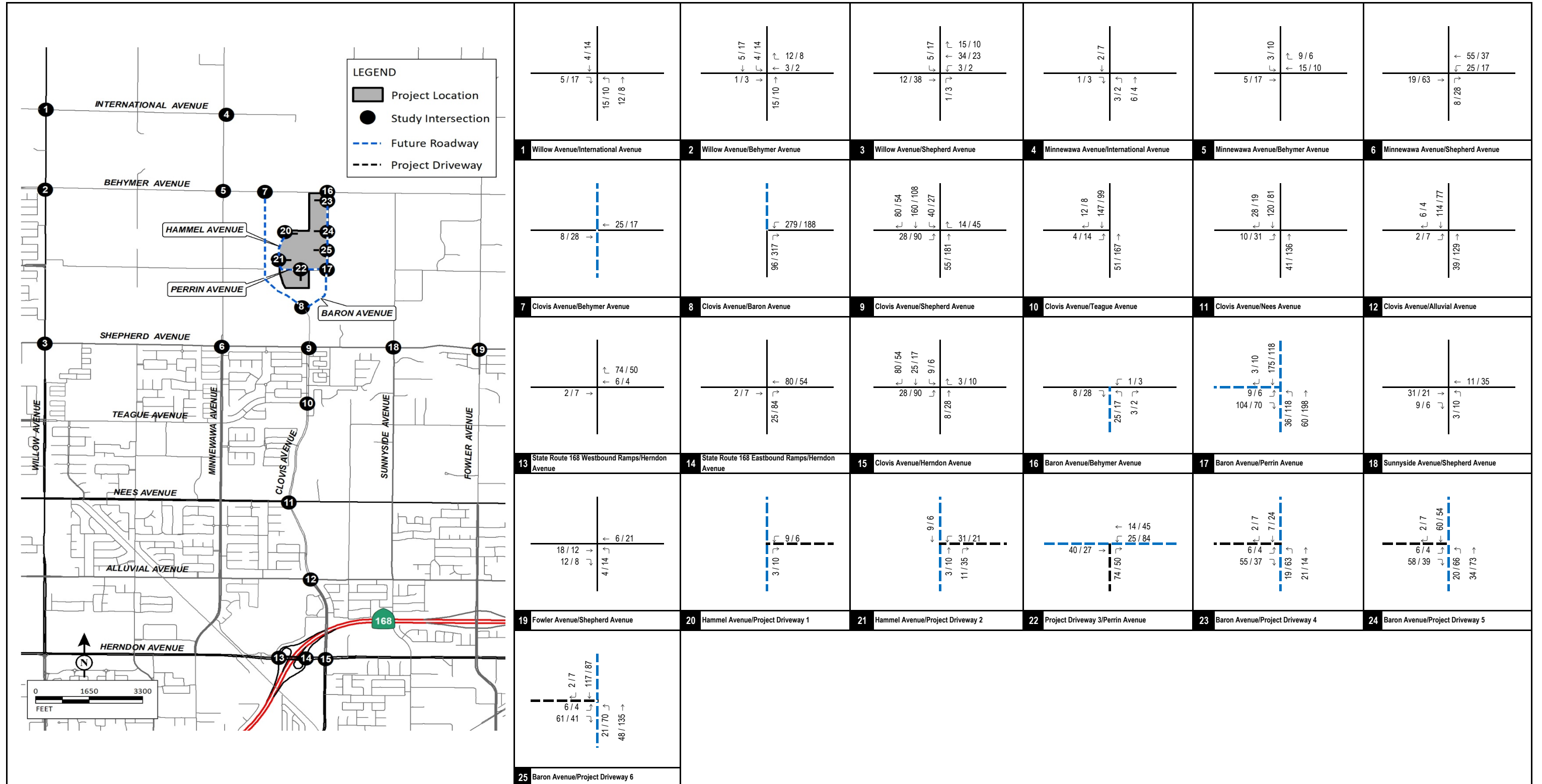


LSA

XX% (YY%)
 Inbound (Outbound) Distribution
 --- Future Roadway
 --- Project Driveway

FIGURE 6-1

Tract Map 6343 Project
 Transportation Impact Analysis
 Project Trip Distribution



LSA

XXX / YYY
 AM / PM Peak Hour Traffic Volumes
 --- Future Roadway
 --- Project Driveway

FIGURE 6-2

Tract Map 6343 Project
 Transportation Impact Analysis
 Project Trip Assignment

Table 6-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Single-Family Detached Housing	590 DU							
Trips/Unit ¹		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation		106	307	413	348	207	555	5,564

Notes:

DU = Dwelling Units

¹ Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

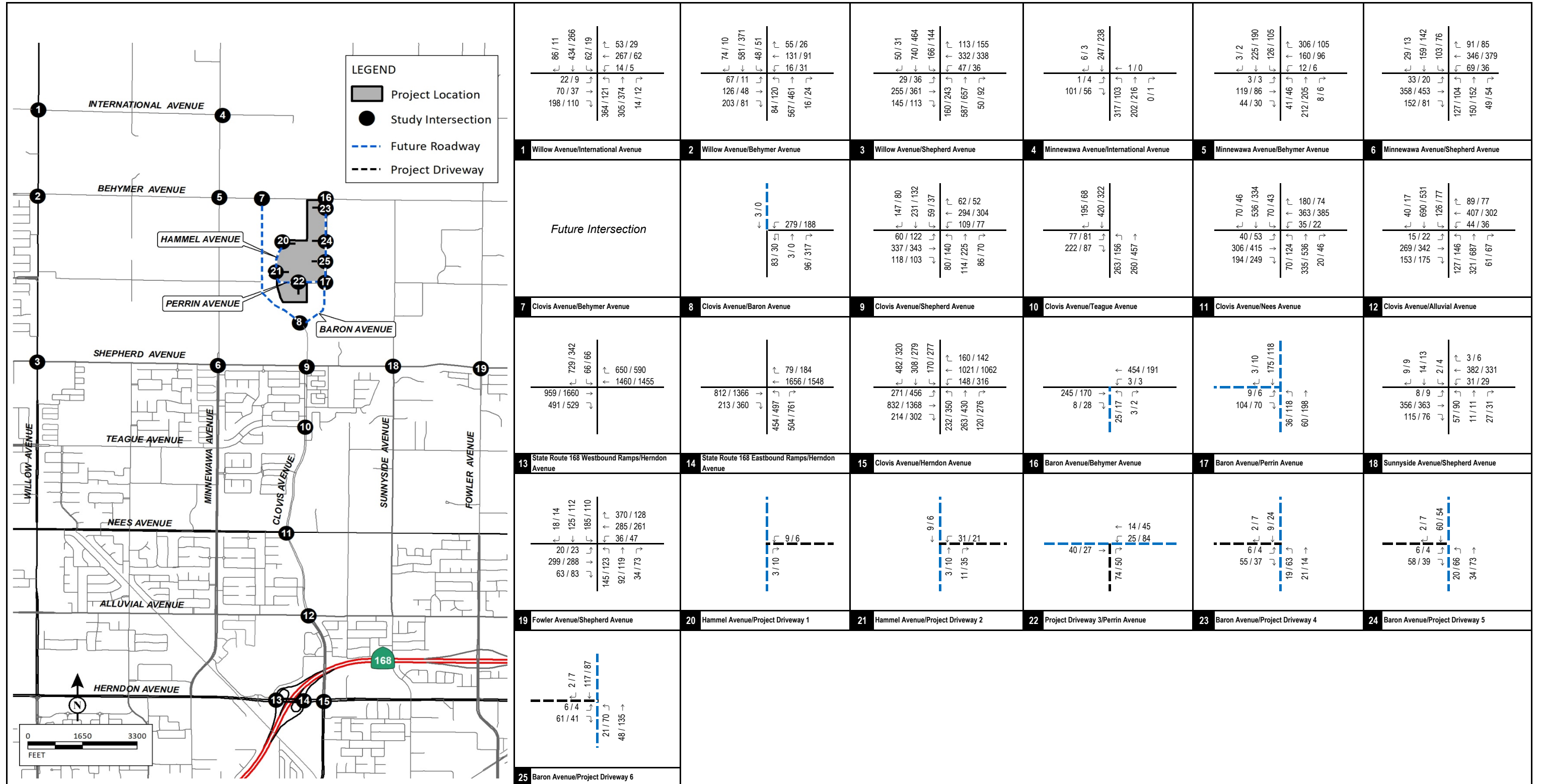
7.0 TRAFFIC VOLUMES FOR PLUS PROJECT SCENARIOS

Existing, near-term, and cumulative plus project traffic volumes were developed by adding project traffic to the traffic for the corresponding without project scenarios. Figures 7-1, 7-2 and 7-3 illustrate “plus project” peak-hour traffic volumes at study intersections under existing, near-term, and cumulative conditions, respectively.

Detailed volume development worksheets are included in Appendix D.

7.1 LIST OF CHAPTER 7.0 FIGURES

- Figure 7-1: Existing Plus Project Peak-Hour Traffic Volumes
- Figure 7-2: Near-Term (2026) Plus Project Peak-Hour Traffic Volumes
- Figure 7-3: Cumulative (2046) Plus Project Peak-Hour Traffic Volumes

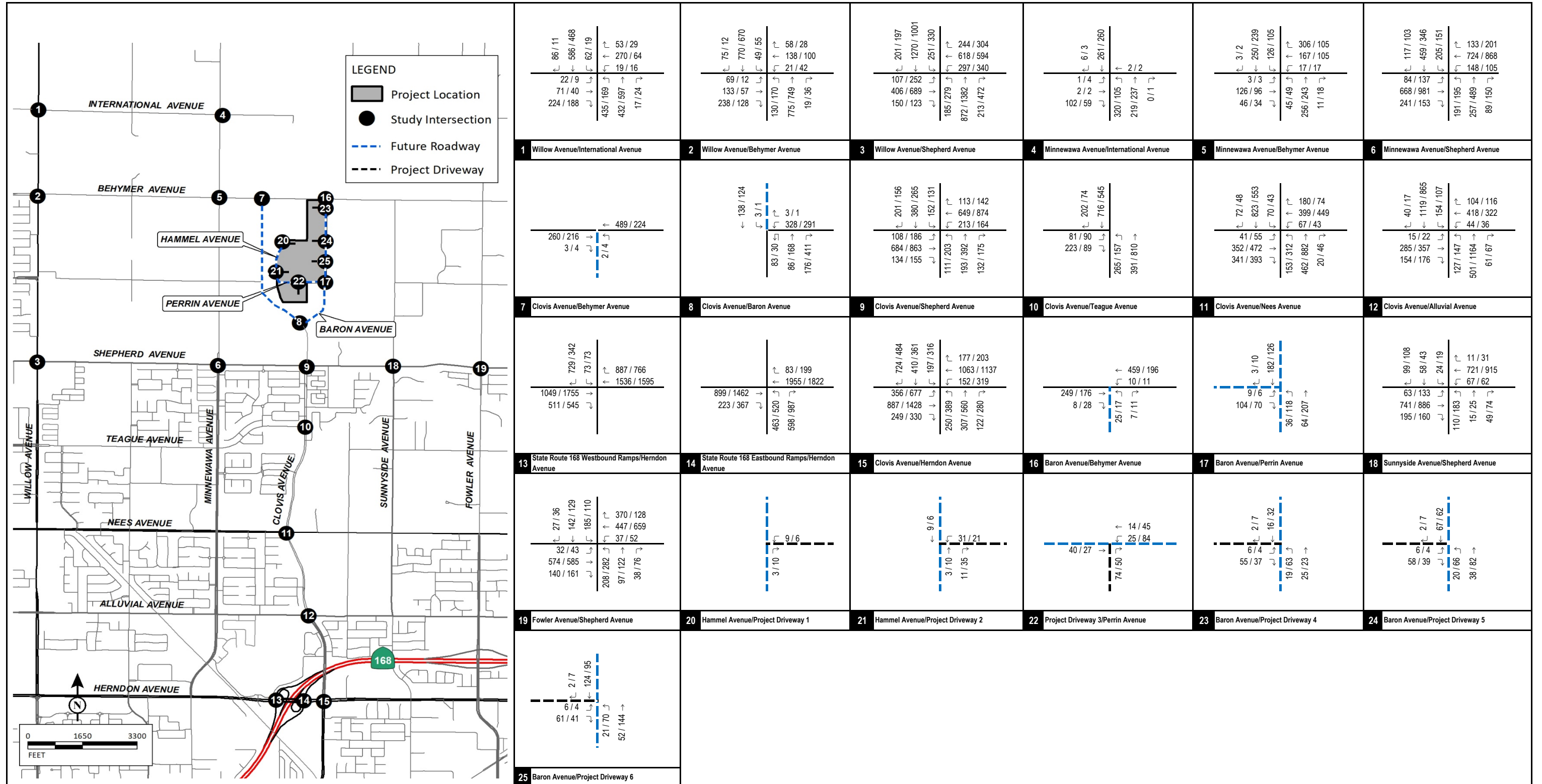


LSA

FIGURE 7-1

XXXX / YYYY
 AM / PM Peak Hour Traffic Volumes
 --- Future Roadway
 --- Project Driveway

Tract Map 6343 Project
 Transportation Impact Analysis
 Existing Plus Project Peak Hour Traffic Volumes



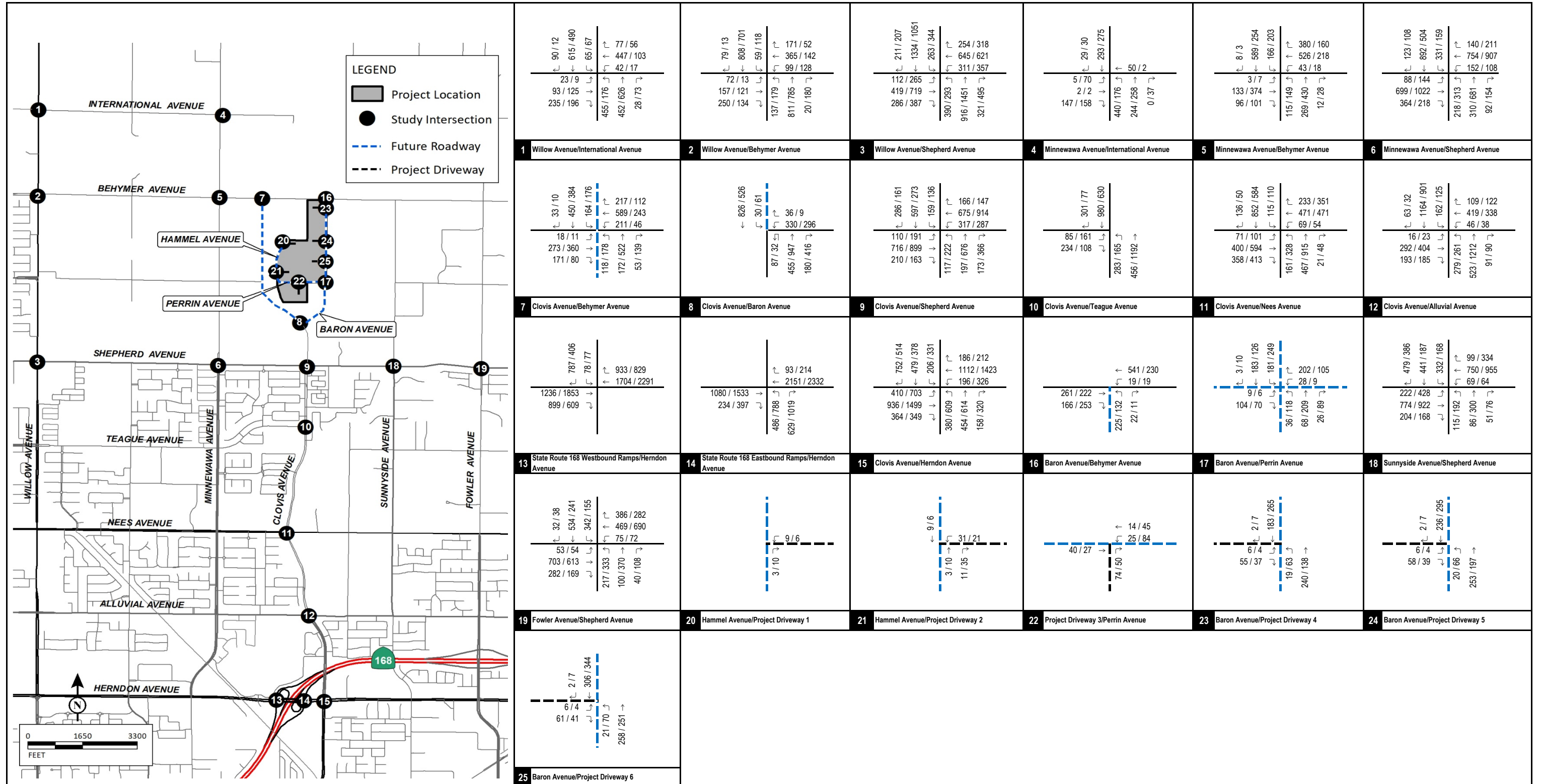
LSA

XXXX / YYYY
 AM / PM Peak Hour Traffic Volumes
 --- Future Roadway
 --- Project Driveway

FIGURE 7-2

Tract Map 6343 Project
 Transportation Impact Analysis

Near-Term (2026) Plus Project Peak Hour Traffic Volumes



LSA

XXXX / YYYY
 AM / PM Peak Hour Traffic Volumes
 --- Future Roadway
 --- Project Driveway

FIGURE 7-3

Tract Map 6343 Project
 Transportation Impact Analysis

Cumulative (2046) Plus Project Peak Hour Traffic Volumes

8.0 INTERSECTION LEVELS OF SERVICE

8.1 EXISTING LEVELS OF SERVICE

Figure 4-1 illustrates existing study intersection geometrics and traffic control.

8.1.1 Study Intersections

An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Existing Signal timing Sheets were obtained from the City and Caltrans for all signalized analysis intersections. The signal timing sheets are included in Appendix C. It should be noted that the existing signal timings were utilized to analyze traffic operations under near-term and cumulative (2046) scenarios as a conservative approach. Table 8-A summarizes the results of this analysis and shows that the following intersections operate at an unsatisfactory LOS under existing conditions:

- Willow Avenue/International Avenue (a.m. peak hour only)
- Minnewawa Avenue/International Avenue (a.m. peak hour only)
- Minnewawa Avenue/Behymer Avenue (a.m. peak hour only)
- Fowler Avenue/Shepherd Avenue (a.m. peak hour only)

All other study intersections operate at a satisfactory LOS under existing conditions.

8.1.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 8-B summarizes the results of this analysis and shows that all the study roadway segments currently operate at a satisfactory LOS under existing conditions.

8.2 EXISTING PLUS PROJECT LEVELS OF SERVICE

Analysis of the existing with project scenario is provided to identify direct project-related operational deficiency if the project were to be built and in operation today. This scenario eliminates the effects of ambient growth and other cumulative projects and deals specifically with operational deficiencies only due to the project traffic. Figure 4-2 illustrates the study intersection geometrics and traffic control under all 'plus project' scenarios.

8.2.1 Study Intersections

An intersection LOS analysis was conducted for existing plus project conditions using the methodologies previously discussed. Table 8-A summarizes the results of this analysis and shows that the following intersection is forecasted to operate at an unsatisfactory LOS under existing plus project conditions:

- Willow Avenue/International Avenue (a.m. peak hour only)
- Minnewawa Avenue/International Avenue (a.m. peak hour only)
- Minnewawa Avenue/Behymer Avenue (a.m. peak hour only)

- Fowler Avenue/Shepherd Avenue (a.m. peak hour only)

Based on the operational deficiency criteria stated in Section 3.2 of this TIA, the project is forecasted to create an operational deficiency at these intersections. All other study intersections are forecasted to operate at a satisfactory LOS under existing plus project conditions.

It should be noted that all four intersections are currently operating at a deficient LOS. As such, the project is forecast to add to the existing deficiencies at these intersections.

8.2.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing plus project conditions using the methodologies previously discussed. Table 8-B summarizes the results of this analysis and shows that all study roadway segments are forecasted to operate at a satisfactory LOS under existing plus project conditions.

8.3 NEAR-TERM (2026) PLUS PROJECT LEVELS OF SERVICE

8.3.1 Study Intersections

An intersection LOS analysis was conducted for near-term plus project conditions using the methodologies previously discussed. Table 8-C summarizes the results of this analysis and shows that the following intersections are forecasted to operate at an unsatisfactory LOS under near-term plus project conditions:

- Willow Avenue/International Avenue (a.m. peak hour only)
- Minnewawa Avenue/International Avenue (a.m. peak hour only)
- Minnewawa Avenue/Behymer Avenue (a.m. peak hour only)
- Minnewawa Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Shephard Avenue (p.m. peak hour only)
- Clovis Avenue/Nees Avenue (p.m. peak hour only)
- Clovis Avenue/Herndon Avenue (a.m. and p.m. peak hours)
- Sunnyside Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/Shepherd Avenue (a.m. and p.m. peak hours)

Based on the operational deficiency criteria stated in Section 3.2 of this TIA, the project is forecasted to create an operational deficiency at these intersections. All other study intersections are forecasted to operate at a satisfactory LOS under near-term plus project conditions.

8.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for near-term plus project conditions using the methodologies previously discussed. Table 8-D summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under near-term plus project conditions:

- Shepherd Avenue between Willow Avenue and Minnewawa Avenue (p.m. peak hour only)
- Shepherd Avenue between Clovis Avenue and Sunnyside Avenue (p.m. peak hour only)
- Minnewawa Avenue between Behymer Avenue and Shepherd Avenue (a.m. and p.m. peak hours)

All other roadway segments are forecasted to operate at a satisfactory LOS under near-term plus project conditions.

8.4 CUMULATIVE (2046) WITHOUT PROJECT LEVELS OF SERVICE

8.4.1 Study Intersections

An intersection LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 8-E summarizes the results of this analysis and shows that the following intersections are forecasted to operate at an unsatisfactory LOS under cumulative without project conditions:

- Willow Avenue/International Avenue (a.m. peak hour only)
- Willow Avenue/Shepherd Avenue (p.m. peak hour only)
- Minnewawa Avenue/International Avenue (a.m. peak hour only)
- Minnewawa Avenue/Behymer Avenue (a.m. and p.m. peak hours)
- Minnewawa Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Behymer Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Baron Avenue (p.m. peak hour only)
- Clovis Avenue/Shepherd Avenue (p.m. peak hour only)
- Clovis Avenue/Nees Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Herndon Avenue (a.m. and p.m. peak hours)
- Baron Avenue/Behymer Avenue (a.m. peak hour only)
- Sunnyside Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/Shepherd Avenue (a.m. and p.m. peak hours)

All other study intersections are forecasted to operate at a satisfactory LOS under cumulative (2046) without project conditions.

8.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 8-F summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under cumulative without project conditions:

- Behymer Avenue between Minnewawa Avenue and Sunnyside Avenue (a.m. peak hour only)
- Behymer Avenue between Clovis Avenue and Baron Avenue (a.m. peak hour only)
- Shepherd Avenue between Willow Avenue and Minnewawa Avenue (p.m. peak hour only)
- Shepherd Avenue between Clovis Avenue and Sunnyside Avenue (p.m. peak hour only)
- Minnewawa Avenue between International Avenue and Behymer Avenue (a.m. peak hour only)

- Minnewawa Avenue between Behymer Avenue and Shepherd Avenue (a.m. and p.m. peak hours)

All other roadway segments are forecasted to operate at a satisfactory LOS under cumulative without project conditions.

8.5 CUMULATIVE (2046) PLUS PROJECT LEVELS OF SERVICE

8.5.1 Study Intersections

An intersection LOS analysis was conducted for cumulative plus project conditions using the methodologies previously discussed. Table 8-E summarizes the results of this analysis and shows that the following intersection is forecasted to operate at an unsatisfactory LOS under cumulative plus project conditions:

- Willow Avenue/International Avenue (a.m. peak hour only)
- Willow Avenue/Shepherd Avenue (p.m. peak hour only)
- Minnewawa Avenue/International Avenue (a.m. peak hour only)
- Minnewawa Avenue/Behymer Avenue (a.m. and p.m. peak hours)
- Minnewawa Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Behymer Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Baron Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Shepherd Avenue (p.m. peak hour only)
- Clovis Avenue/Nees Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Alluvial Avenue (a.m. peak hour only)
- Clovis Avenue/Herndon Avenue (a.m. and p.m. peak hours)
- Baron Avenue/Behymer Avenue (a.m. peak hour only)
- Sunnyside Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/Shepherd Avenue (a.m. and p.m. peak hours)

Based on the operational deficiency criteria stated in Section 3.2 of this TIA, the project is forecasted to create an operational deficiency at these intersections. All other study intersections are forecasted to operate at a satisfactory LOS under cumulative plus project conditions.

It should be noted that out of 14 intersections that are forecast to operate at a deficient LOS under cumulative (2046) plus project conditions, 13 intersections are forecast to operate at a deficient LOS under cumulative (2046) without project conditions. As such, the project will be adding to the forecasted deficiencies at these intersections.

Detailed intersection LOS worksheets are included in Appendix E.

8.5.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative plus project conditions using the methodologies previously discussed. Table 8-F summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under cumulative plus project conditions:

- Behymer Avenue between Minnewawa Avenue and Sunnyside Avenue (a.m. peak hour only)
- Behymer Avenue between Clovis Avenue and Baron Avenue (a.m. peak hour only)
- Shepherd Avenue between Willow Avenue and Minnewawa Avenue (p.m. peak hour only)
- Shepherd Avenue between Clovis Avenue and Sunnyside Avenue (a.m. and p.m. peak hours)
- Shepherd Avenue between Sunnyside Avenue and Fowler Avenue (p.m. peak hour only)
- Minnewawa Avenue between International Avenue and Behymer Avenue (a.m. peak hour only)
- Minnewawa Avenue between Behymer Avenue and Shepherd Avenue (a.m. and p.m. peak hours)
- Baron Avenue between Perrin Avenue and Clovis Avenue (p.m. peak hour only)

Based on the operational deficiency criteria stated in Section 3.2 of this TIA, the project is forecasted to create an operational deficiency at these roadway segments. All other roadway segments are forecasted to operate at a satisfactory LOS under cumulative plus project conditions.

It should be noted that out of the eight roadway segments forecast to operate at a deficient LOS, six segments are forecast to operate at a deficient LOS under cumulative (2046) without project conditions. As such, the project is forecast to add to the forecasted deficiencies at these six roadway segments.

8.6 LIST OF CHAPTER 8.0 TABLES

- Table 8-A: Existing Intersection Levels of Service
- Table 8-B: Existing Roadway Segment Levels of Service
- Table 8-C: Near-Term (2026) Intersection Levels of Service
- Table 8-D: Near-Term (2026) Roadway Segment Levels of Service
- Table 8-E: Cumulative (2046) Intersection Levels of Service
- Table 8-F: Cumulative (2046) Roadway Segment Levels of Service

Table 8-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				Control	Plus Project				A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
				Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS			
1 . Willow Avenue/International Avenue	Clovis/Fresno	D	Signal	72.7	E *	25.6	C	Signal	78.2	E *	26.1	C	5.5	0.5	Yes
2 . Willow Avenue/Behymer Avenue	Clovis/Fresno	D	Signal	27.5	C	27.5	C	Signal	27.7	C	27.7	C	0.2	0.2	No
3 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	D	Signal	37.1	D	40.2	D	Signal	37.8	D	40.9	D	0.7	0.7	No
4 . Minnewawa Avenue/International Avenue	Clovis	D	TWSC	41.8	E *	10.7	B	TWSC	43.0	E *	10.8	B	1.2	0.1	Yes
5 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	58.7	F *	12.3	B	AWSC	69.9	F *	13.0	B	11.2	0.7	Yes
6 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	46.7	D	45.8	D	Signal	48.0	D	47.2	D	1.3	1.4	No
7 . Clovis Avenue/Behymer Avenue	Clovis	D	-	Future Intersection		Future Intersection		-	Future Intersection		Future Intersection		0.0	0.0	No
8 . Clovis Avenue/Baron Avenue	Clovis	D	AWSC	8.0	A	7.4	A	AWSC	11.5	B	11.6	B	3.5	4.2	No
9 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	50.1	D	54.5	D	Signal	45.2	D	54.5	D	-4.9	0.0	No
10 . Clovis Avenue/Teague Avenue	Clovis	D	Signal	29.6	C	16.8	B	Signal	30.1	C	18.9	B	0.5	2.1	No
11 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	50.3	D	50.9	D	Signal	51.4	D	51.3	D	1.1	0.4	No
12 . Clovis Avenue/Alluvial Avenue	Clovis	D	Signal	40.8	D	37.5	D	Signal	40.9	D	37.7	D	0.1	0.2	No
13 . State Route 168 Westbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	26.1	C	26.2	C	Signal	26.4	C	26.2	C	0.3	0.0	No
14 . State Route 168 Eastbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	21.0	C	22.7	C	Signal	21.2	C	24.2	C	0.2	1.5	No
15 . Clovis Avenue/Herndon Avenue	Clovis	D	Signal	44.1	D	51.3	D	Signal	45.5	D	52.9	D	1.4	1.6	No
16 . Baron Avenue/Behymer Avenue	Clovis	D	-	Future Intersection		Future Intersection		OWSC	16.0	C	11.0	B	16.0	11.0	No
17 . Baron Avenue/Perrin Avenue	Clovis	D	-	Future Intersection		Future Intersection		OWSC	10.1	B	9.8	A	10.1	9.8	No
18 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	13.2	B	12.9	B	AWSC	14.3	B	14.6	B	1.1	1.7	No
19 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	69.1	E *	54.6	D	Signal	69.3	E *	54.9	D	0.2	0.3	Yes
20 . Hammel Avenue/Project Driveway 1	Clovis	D	-	Future Intersection		Future Intersection		OWSC	8.5	A	8.6	A	8.5	8.6	No
21 . Hammel Avenue/Project Driveway 2	Clovis	D	-	Future Intersection		Future Intersection		OWSC	8.7	A	8.8	A	8.7	8.8	No
22 . Project Driveway 3/Perrin Avenue	Clovis	D	-	Future Intersection		Future Intersection		OWSC	8.8	A	8.6	A	8.8	8.6	No
23 . Baron Avenue/Project Driveway 4	Clovis	D	-	Future Intersection		Future Intersection		OWSC	8.6	A	8.7	A	8.6	8.7	No
24 . Baron Avenue/Project Driveway 5	Clovis	D	-	Future Intersection		Future Intersection		OWSC	8.9	A	8.9	A	8.9	8.9	No
25 . Baron Avenue/Project Driveway 6	Clovis	D	-	Future Intersection		Future Intersection		OWSC	9.3	A	9.2	A	9.3	9.2	No

Notes:
 AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service
 Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).
 * Exceeds LOS Standard

Table 8-B - Existing Roadway Segment Weekday Peak Hour Levels of Service

Roadway Segment	Jurisdiction	Existing Classification	Peak Hour Roadway Capacity ²	A.M. Peak Hour				P.M. Peak Hour			
				Without Project		Plus Project		Without Project		Plus Project	
				Volume ³	LOS	Volume ³	LOS	Volume ³	LOS	Volume ³	LOS
Segments on International Avenue											
1 . between Willow Avenue and Minnewawa Avenue	Clovis	2-Lane Undivided Collector	1,310	470	C	480	C	170	C	170	C
Segments on Behymer Avenue											
2 . between Willow Avenue and Minnewawa Avenue	Clovis	2-Lane Undivided Arterial	1,310	370	C	390	C	240	C	270	C
3 . between Minnewawa Avenue and Clovis Avenue	Clovis	2-Lane Undivided Arterial	1,310	700	D	740	D	380	C	420	C
4 . between Clovis Avenue and Baron Avenue	Clovis	2-Lane Undivided Collector	1,310	700	D	740	D	380	C	420	C
Segments on Shepherd Avenue											
5 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	2,830	890	C	960	C	1,040	C	1,140	C
6 . between Minnewawa Avenue and Clovis Avenue	Clovis	3-Lane Raised Median Arterial	2,830	910	C	1,020	C	950	C	1,090	C
7 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	2,130	870	C	930	C	810	C	880	C
8 . between Sunnyside Avenue and Fowler Avenue	Clovis	2-Lane Undivided Expressway	2,130	750	C	800	C	710	C	760	C
Segments on Herndon Avenue											
9 . between State Route 168 Eastbound Ramps and Clovis Avenue	Clovis	10-Lane Raised Median Arterial	9,475	2,920	C	3,030	C	3,760	C	3,910	C
Segments on Willow Avenue											
10 . between International Avenue and Behymer Avenue	Clovis	6-Lane Raised Median Arterial	5,680	1,280	C	1,310	C	840	C	890	C
11 . between Behymer Avenue and Shepherd Avenue	Clovis	6-Lane Raised Median Arterial	5,680	1,640	C	1,660	C	1,460	C	1,480	C
Segments on Minnewawa Avenue											
12 . between International Avenue and Behymer Avenue	Clovis	2-Lane Undivided Collector	1,310	870	D	880	D	610	D	620	D
13 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	1,310	550	C	550	C	490	C	490	C
Segments on Baron Avenue											
14 . between Behymer Avenue and Perrin Avenue	Clovis	2-Lane Undivided Collector	1,310	10	C	250	C	0	C	340	C
15 . between Perrin Avenue and Clovis Avenue	Clovis	2-Lane Undivided Collector	1,310	<i>Future Segment</i>		380	C	<i>Future Segment</i>		510	C
Segments on Clovis Avenue											
16 . between Baron Avenue and Shepherd Avenue	Clovis	4-Lane Raised Median Arterial	3,780	280	C	660	C	150	C	650	C
17 . between Shepherd Avenue and Teague Avenue	Clovis	4-Lane Raised Median Arterial	3,780	510	C	720	C	460	C	750	C
18 . between Teague Avenue and Nees Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,020	C	1,220	C	830	C	1,090	C
19 . between Nees Avenue and Alluvial Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,010	C	1,170	C	1,090	C	1,310	C
20 . between Alluvial Avenue and Herndon Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,480	C	1,630	C	1,730	C	1,940	C

Notes:

- LOS = Level of Service
- ¹ Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Map, dated 2014.
- ² Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.
- ³ Roadway volumes have been rounded up to the nearest ten.

Table 8-C - Near-Term (2026) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Plus Project				Improvement Required?
				A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . Willow Avenue/International Avenue	Clovis/Fresno	D	Signal	99.6	F *	31.9	C	Yes
2 . Willow Avenue/Behymer Avenue	Clovis/Fresno	D	Signal	28.4	C	37.7	D	No
3 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	D	Signal	43.7	D	53.0	D	No
4 . Minnewawa Avenue/International Avenue	Clovis	D	TWSC	47.1	E *	18.3	C	Yes
5 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	100.9	F *	16.9	C	Yes
6 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	118.0	F *	148.0	F *	Yes
7 . Clovis Avenue/Behymer Avenue	Clovis	D	AWSC	12.5	B	8.7	A	No
8 . Clovis Avenue/Baron Avenue	Clovis	D	AWSC	30.1	D	33.9	D	No
9 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	53.0	D	69.6	E *	Yes
10 . Clovis Avenue/Teague Avenue	Clovis	D	Signal	30.3	C	21.4	C	No
11 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	51.5	D	60.7	E *	Yes
12 . Clovis Avenue/Alluvial Avenue	Clovis	D	Signal	42.6	D	40.0	D	No
13 . State Route 168 Westbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	27.3	C	26.9	C	No
14 . State Route 168 Eastbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	22.4	C	36.6	D	No
15 . Clovis Avenue/Herndon Avenue	Clovis	D	Signal	57.9	E *	67.6	E *	Yes
16 . Baron Avenue/Behymer Avenue	Clovis	D	OWSC	15.9	C	10.7	B	No
17 . Baron Avenue/Perrin Avenue	Clovis	D	OWSC	10.1	B	9.8	A	No
18 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	>200	F *	>200	F *	Yes
19 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	81.7	F *	137.6	F *	Yes
20 . Hammel Avenue/Project Driveway 1	Clovis	D	OWSC	8.5	A	8.6	A	No
21 . Hammel Avenue/Project Driveway 2	Clovis	D	OWSC	8.7	A	8.8	A	No
22 . Project Driveway 3/Perrin Avenue	Clovis	D	OWSC	8.8	A	8.6	A	No
23 . Baron Avenue/Project Driveway 4	Clovis	D	OWSC	8.7	A	8.8	A	No
24 . Baron Avenue/Project Driveway 5	Clovis	D	OWSC	9.0	A	9.0	A	No
25 . Baron Avenue/Project Driveway 6	Clovis	D	OWSC	9.4	A	9.2	A	No

Notes:

- AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service
- Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).
- * Exceeds LOS Standard

Table 8-C - Near-Term (2026) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project						Improvement Required?
			Control	A.M. Peak Hour		P.M. Peak Hour			
				Delay (sec.)	LOS	Delay (sec.)	LOS		

Table 8-D - Near-Term (2026) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Existing Classification	Peak Hour Roadway Capacity ²	A.M. Peak Hour		P.M. Peak Hour	
				Plus Project		Plus Project	
				Volume ³	LOS	Volume ³	LOS
Segments on International Avenue							
1 . between Willow Avenue and Minnewawa Avenue	Clovis	2-Lane Undivided Collector	1,310	490	C	200	C
Segments on Behymer Avenue							
2 . between Willow Avenue and Minnewawa Avenue	Clovis	2-Lane Undivided Arterial	1,310	410	C	310	C
3 . between Minnewawa Avenue and Clovis Avenue	Clovis	2-Lane Undivided Arterial	1,310	760	D	460	C
4 . between Clovis Avenue and Baron Avenue	Clovis	2-Lane Undivided Collector	1,310	750	D	460	C
Segments on Shepherd Avenue							
5 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	2,830	2,040	D	2,760	E *
6 . between Minnewawa Avenue and Clovis Avenue	Clovis	3-Lane Raised Median Arterial	2,830	1,970	D	2,470	D
7 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	2,130	1,990	D	2,390	F *
8 . between Sunnyside Avenue and Fowler Avenue	Clovis	2-Lane Undivided Expressway	2,130	1,610	D	1,990	D
Segments on Herndon Avenue							
9 . between State Route 168 Eastbound Ramps and Clovis Avenue	Clovis	10-Lane Raised Median Arterial	9,475	3,510	C	4,520	C
Segments on Willow Avenue							
10 . between International Avenue and Behymer Avenue	Clovis	6-Lane Raised Median Arterial	5,680	1,720	C	1,480	C
11 . between Behymer Avenue and Shepherd Avenue	Clovis	6-Lane Raised Median Arterial	5,680	2,920	C	3,460	D
Segments on Minnewawa Avenue							
12 . between International Avenue and Behymer Avenue	Clovis	2-Lane Undivided Collector	1,310	950	D	710	D
13 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	1,310	1,240	E *	1,430	F *
Segments on Baron Avenue							
14 . between Behymer Avenue and Perrin Avenue	Clovis	2-Lane Undivided Collector	1,310	260	C	350	C
15 . between Perrin Avenue and Clovis Avenue	Clovis	2-Lane Undivided Collector	1,310	510	C	710	D
Segments on Clovis Avenue							
16 . between Baron Avenue and Shepherd Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,130	C	1,270	C
17 . between Shepherd Avenue and Teague Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,160	C	1,360	C
18 . between Teague Avenue and Nees Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,650	C	1,670	C
19 . between Nees Avenue and Alluvial Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,850	C	2,230	D
20 . between Alluvial Avenue and Herndon Avenue	Clovis	4-Lane Raised Median Arterial	3,780	2,240	D	2,750	D

Notes:

- LOS = Level of Service
- ¹ Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Map, dated 2014.
- ² Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.
- ³ Roadway volumes have been rounded up to the nearest ten.

Table 8-E - Cumulative (2046) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				Control	Plus Project				A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
				Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS			
1 . Willow Avenue/International Avenue	Clovis/Fresno	D	Signal	75.4	E *	26.1	C	Signal	79.6	E *	29.0	C	4.2	2.9	Yes
2 . Willow Avenue/Behymer Avenue	Clovis/Fresno	D	Signal	41.4	D	31.1	C	Signal	43.2	D	31.6	C	1.8	0.5	No
3 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	D	Signal	50.8	D	61.9	E *	Signal	51.0	D	64.1	E *	0.2	2.2	Yes
4 . Minnewawa Avenue/International Avenue	Clovis	D	TWSC	195.2	F *	28.4	D	TWSC	>200	F *	29.9	D	13.1	1.5	Yes
5 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	>200	F *	>200	F *	AWSC	>200	F *	>200	F *	18.2	11.1	Yes
6 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	154.0	F *	149.0	F *	Signal	164.2	F *	162.3	F *	10.2	13.3	Yes
7 . Clovis Avenue/Behymer Avenue	Clovis	D	AWSC	>200	F *	>200	F *	AWSC	>200	F *	>200	F *	19.5	5.6	Yes
8 . Clovis Avenue/Baron Avenue	Clovis	D	AWSC	30.1	D	>200	F *	AWSC	79.2	F *	>200	F *	49.1	49.8	Yes
9 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	50.7	D	69.1	E *	Signal	50.7	D	71.3	E *	0.0	2.2	Yes
10 . Clovis Avenue/Teague Avenue	Clovis	D	Signal	31.7	C	18.8	B	Signal	34.7	C	21.7	C	3.0	2.9	No
11 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	59.1	E *	83.4	F *	Signal	59.5	E *	83.8	F *	0.4	0.4	Yes
12 . Clovis Avenue/Alluvial Avenue	Clovis	D	Signal	51.7	D	46.6	D	Signal	56.4	E *	49.7	D	4.7	3.1	Yes
13 . State Route 168 Westbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	31.0	C	27.4	C	Signal	32.1	C	27.4	C	1.1	0.0	No
14 . State Route 168 Eastbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	22.2	C	31.5	C	Signal	22.6	C	38.3	D	0.4	6.8	No
15 . Clovis Avenue/Herndon Avenue	Clovis	D	Signal	56.8	E *	83.5	F *	Signal	63.5	E *	90.4	F *	6.7	6.9	Yes
16 . Baron Avenue/Behymer Avenue	Clovis	D	OWSC	61.3	F *	16.3	C	OWSC	86.7	F *	17.6	C	25.4	1.3	Yes
17 . Baron Avenue/Perrin Avenue	Clovis	D	TWSC	10.3	B	9.8	A	OWSC	13.1	B	14.3	B	2.8	4.5	No
18 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	>200	F *	>200	F *	AWSC	>200	F *	>200	F *	21.6	32.9	Yes
19 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	85.3	F *	122.6	F *	Signal	86.0	F *	129.1	F *	0.7	6.5	Yes
20 . Hammel Avenue/Project Driveway 1	Clovis	D	-	Future Intersection		Future Intersection		OWSC	8.5	A	8.6	A	8.5	8.6	No
21 . Hammel Avenue/Project Driveway 2	Clovis	D	-	Future Intersection		Future Intersection		OWSC	8.7	A	8.8	A	8.7	8.8	No
22 . Project Driveway 3/Perrin Avenue	Clovis	D	-	Future Intersection		Future Intersection		OWSC	8.8	A	8.6	A	8.8	8.6	No
23 . Baron Avenue/Project Driveway 4	Clovis	D	-	Future Intersection		Future Intersection		OWSC	9.9	A	10.4	B	9.9	10.4	No
24 . Baron Avenue/Project Driveway 5	Clovis	D	-	Future Intersection		Future Intersection		OWSC	10.4	B	10.8	B	10.4	10.8	No
25 . Baron Avenue/Project Driveway 6	Clovis	D	-	Future Intersection		Future Intersection		OWSC	11.0	B	11.4	B	11.0	11.4	No

Notes:
 AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service
 Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).
 * Exceeds LOS Standard

Table 8-F - Cumulative (2046) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Existing Classification	Peak Hour Roadway Capacity ²	A.M. Peak Hour				P.M. Peak Hour			
				Without Project		Plus Project		Without Project		Plus Project	
				Volume ³	LOS	Volume ³	LOS	Volume ³	LOS	Volume ³	LOS
Segments on International Avenue											
1 . between Willow Avenue and Minnewawa Avenue	Clovis	2-Lane Undivided Collector	1,310	750	D	750	D	450	C	450	C
Segments on Behymer Avenue											
2 . between Willow Avenue and Minnewawa Avenue	Clovis	2-Lane Undivided Arterial	1,310	940	D	960	D	930	D	960	D
3 . between Minnewawa Avenue and Clovis Avenue	Clovis	2-Lane Undivided Arterial	1,310	1,260	E *	1,290	E *	990	D	1,030	D
4 . between Clovis Avenue and Baron Avenue	Clovis	2-Lane Undivided Collector	1,310	1,430	F *	1,470	F *	1,050	D	1,100	D
Segments on Shepherd Avenue											
5 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	2,830	2,060	D	2,140	D	2,790	E *	2,890	F *
6 . between Minnewawa Avenue and Clovis Avenue	Clovis	3-Lane Raised Median Arterial	2,830	1,950	D	2,050	D	2,430	D	2,570	D
7 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	2,130	2,020	D	2,080	E *	2,420	F *	2,490	F *
8 . between Sunnyside Avenue and Fowler Avenue	Clovis	2-Lane Undivided Expressway	2,130	1,610	D	1,650	D	2,010	D	2,070	E *
Segments on Herndon Avenue											
9 . between State Route 168 Eastbound Ramps and Clovis Avenue	Clovis	10-Lane Raised Median Arterial	9,475	3,760	C	3,870	C	4,780	C	4,930	C
Segments on Willow Avenue											
10 . between International Avenue and Behymer Avenue	Clovis	6-Lane Raised Median Arterial	5,680	1,760	C	1,800	C	1,500	C	1,550	C
11 . between Behymer Avenue and Shepherd Avenue	Clovis	6-Lane Raised Median Arterial	5,680	3,040	C	3,060	D	3,600	D	3,630	D
Segments on Minnewawa Avenue											
12 . between International Avenue and Behymer Avenue	Clovis	2-Lane Undivided Collector	1,310	1,400	F *	1,420	F *	1,150	D	1,170	D
13 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	1,310	1,800	F *	1,800	F *	1,570	F *	1,570	F *
Segments on Baron Avenue											
14 . between Behymer Avenue and Perrin Avenue	Clovis	2-Lane Undivided Collector	1,310	630	D	870	D	560	C	890	D
15 . between Perrin Avenue and Clovis Avenue	Clovis	2-Lane Undivided Collector	1,310	810	D	1,180	D	790	D	1,300	E *
Segments on Clovis Avenue											
16 . between Baron Avenue and Shepherd Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,120	C	1,500	C	960	C	1,470	C
17 . between Shepherd Avenue and Teague Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,330	C	1,540	C	1,590	C	1,880	C
18 . between Teague Avenue and Nees Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,670	C	1,870	C	1,770	C	2,040	D
19 . between Nees Avenue and Alluvial Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,770	C	1,930	C	2,100	D	2,320	D
20 . between Alluvial Avenue and Herndon Avenue	Clovis	4-Lane Raised Median Arterial	3,780	2,230	D	2,380	D	2,660	D	2,870	D

Notes:

- LOS = Level of Service
- ¹ Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Map, dated 2014.
- ² Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.
- ³ Roadway volumes have been rounded up to the nearest ten.

9.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

9.1 RECOMMENDED IMPROVEMENTS

Improvements have been recommended at study intersections and roadway segments where an operational deficiency has been identified based on the results of the LOS analysis. Table 9-A summarizes the recommended improvements for study intersections for all analysis scenarios. Tables 9-B, 9-C, and 9-D summarize the post-improvement intersection LOS under existing, near-term, and cumulative conditions, respectively.

It should be noted that as shown in Tables 8-A, 8-C, and 8-E, the intersections of SR- 168 Westbound Ramps/Herndon Avenue, and SR- 168 Eastbound Ramps/Herndon Avenue are forecast to operate at a satisfactory LOS under all scenarios. However, as shown in Tables 10-B and 10-C, both the ramp intersections are projected to have queuing deficiencies under future conditions (Near-term and cumulative scenarios). Additionally, the adjacent intersection of Clovis Avenue/Herndon Avenue is forecast to operate at an unsatisfactory LOS under Near-term, and cumulative scenarios, which may further deteriorate the ramp performance due to proximity of this intersection to the freeway ramps. Therefore, an evaluation of these intersections using signal timing coordination and optimization was performed under near-term and cumulative scenario. As shown in Tables 9-C, and 9-D, the intersection of Clovis Avenue/Herndon Avenue is forecast to operate at a satisfactory LOS along with the ramp intersections under Near-term, and cumulative scenarios with implementation of this improvement. Further, as shown in Tables 10-E and 10-F, and discussed in chapter 10.0 of this report, this also helps eliminate the queuing issues at the ramp intersections along with additional storage length improvement proposed to the SR- 168 Westbound Ramps at Herndon Avenue.

Detailed LOS worksheets are included in Appendix E. Figures 9-1, 9-2, and 9-3 illustrate the with recommended improvements intersection geometrics and traffic control under existing, near-term, and cumulative conditions, respectively.

It should be noted that peak-hour signal warrant analyses have been conducted for the intersections where a signal has been proposed. As such, a signal was only recommended as an improvement if it meets the peak-hour signal warrant. Detailed signal warrant analysis worksheets are included in Appendix F.

Table 9-E summarizes the recommended improvements for roadway segments for all analysis scenarios. Tables 9-F and 9-G summarize the post-improvement roadway segment LOS under near-term and cumulative conditions, respectively.

9.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project-related operational deficiencies. At study locations where the addition of project traffic creates an operational deficiency (existing Plus project conditions) and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the

project adds to or creates a forecast deficiency and there is no funding mechanism in place, the project is responsible for its fair-share payment.

9.2.1 City of Clovis Development Impact Fee Program and Operations

Several recommended improvements are part of City of Clovis operations or Clovis Development Impact Fee (DIF) Program. As such, improvements that proposes optimizing the signal timings or modifications of existing signal operations only would be implemented by City of Clovis operations. Additionally, improvements that are included in the City's DIF program, the project will be paying into this fee program for these improvements. The City currently have three mechanisms within its DIF program which will be responsible for these improvements. Following is a summary of these three mechanisms within the City's DIF program:

- **Traffic Signal Fee:** The Traffic Signal fee pays for the construction and financing of those certain planned traffic signals at the intersection of Major Streets and the interconnecting fiber optic system.
- **Outside Travel Lane Fee:** The Outside Travel Lane fee pays for the construction and financing of those certain planned travel lanes of a Major Street that are located between the frontage improvements and the Center Travel Lanes.
- **Center Travel Lane Fee:** The Center Travel Lane fee pays for the construction and financing of those certain planned travel lanes of a Major Street that are located within the median area. The fee also includes the adjacent travel lane on roads with 4 lanes or less, or the 2 adjacent lanes on 6-lane roads.

9.2.2 Fresno County Regional Transportation Mitigation Fee Program

The Fresno County Regional Transportation Mitigation Fee (RTMF) was created to fulfill one of the terms of the Measure 'C' Extension ballot measure, which was approved by Fresno County voters in 2006. The RTMF became effective on January 1, 2010. The RTMF is "intended to ensure that future development contributes to its fair share towards the cost of infrastructure to mitigate the cumulative, indirect regional transportation impacts of new growth in a manner consistent with the provisions of the State of California Mitigation Fee Act". The fees help fund improvements needed to maintain the target level of service in the face of higher traffic volumes brought on by new developments. As such, any new development within Fresno County, including developments within the City are required to pay the RTMF fee based on the adopted fee structure. The project will also be paying the RTMF fee which will help fund improvements and maintenance of the regional roadway network. As such, one of the listed improvements is covered by RTMF.

9.2.3 Project Fair Share

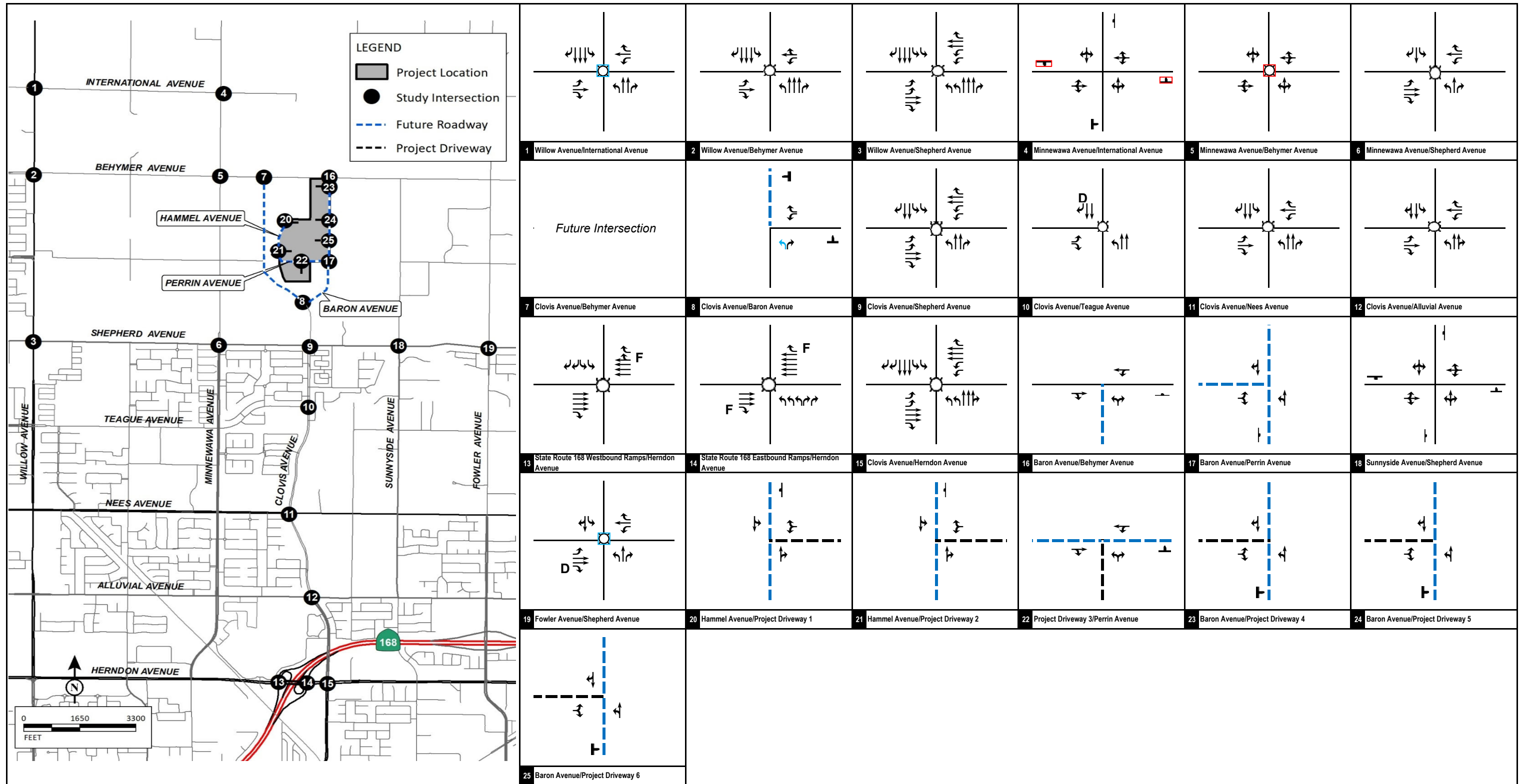
In the absence of a fee program where the project has an impact on the roadway network, the project will pay its respective fair share for the proposed improvements. The project's fair share has been calculated based on project traffic as a percentage of total growth of existing traffic plus project volumes. However, none of the improvements require a far share payment.

Table 9-H summarizes the recommended improvement for the deficient intersections, and their funding mechanism.

Table 9-I summarizes the corresponding improvements and funding mechanism for the roadway segments.

9.3 LIST OF CHAPTER 9.0 FIGURES AND TABLES

- Figure 9-1: Existing Plus Project with Improvements Study Intersection Geometrics and Traffic Control
- Figure 9-2: Near-Term (2026) Plus Project with Improvements Study Intersection Geometrics and Traffic Control
- Figure 9-3: Cumulative (2046) Plus Project with Improvements Study Intersection Geometrics and Traffic Control
- Table 9-A: Recommended Improvements for Intersections
- Table 9-B: Existing Plus Project with Recommended Improvements Intersection Levels of Service
- Table 9-C: Near-Term (2026) Plus Project with Recommended Improvements Intersection Levels of Service
- Table 9-D: Cumulative (2046) Plus Project with Improvements with Recommended Improvements Intersection Levels of Service
- Table 9-E: Recommended Improvements for Roadway Segments
- Table 9-F: Near-Term (2026) Plus Project with Recommended Improvements Roadway Segments Levels of Service
- Table 9-G: Cumulative (2046) Plus Project with Recommended Improvements Roadway Segments Levels of Service
- Table 9-H: Intersection Improvement Funding Mechanism
- Table 9-I: Roadway Segment Improvement Funding Mechanism and Fair Share



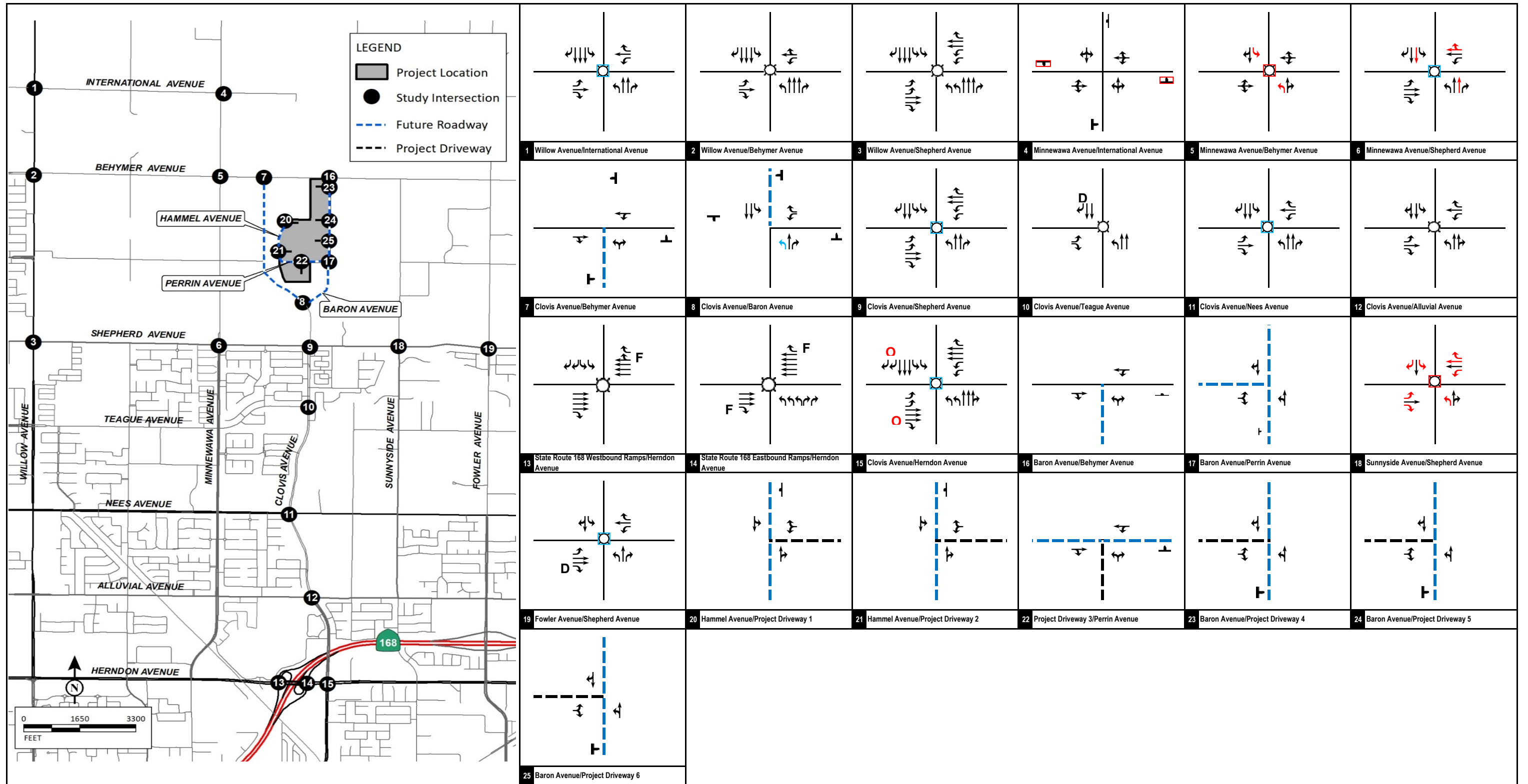
LSA

FIGURE 9-1

- Legend**
- Signal (Circle with X)
 - Stop Sign (Octagon with X)
 - D Defacto right turn (D in circle)
 - F Free right-turn (F in circle)
 - O Right-turn overlap (O in circle)
 - Y Yield (Y in circle)
 - Future Roadway (Blue Dashed Line)
 - Project Driveway (Black Dashed Line)
 - U-turn (U-turn arrow)
 - Optimize Signal Timing (Square with X)
 - Install Traffic Signal (Square with X)
 - Recommended Improvements (Red Arrow)

Tract Map 6343 Project
Transportation Impact Analysis

Existing Plus Project with Improvements Study Intersection Geometrics and Traffic Control



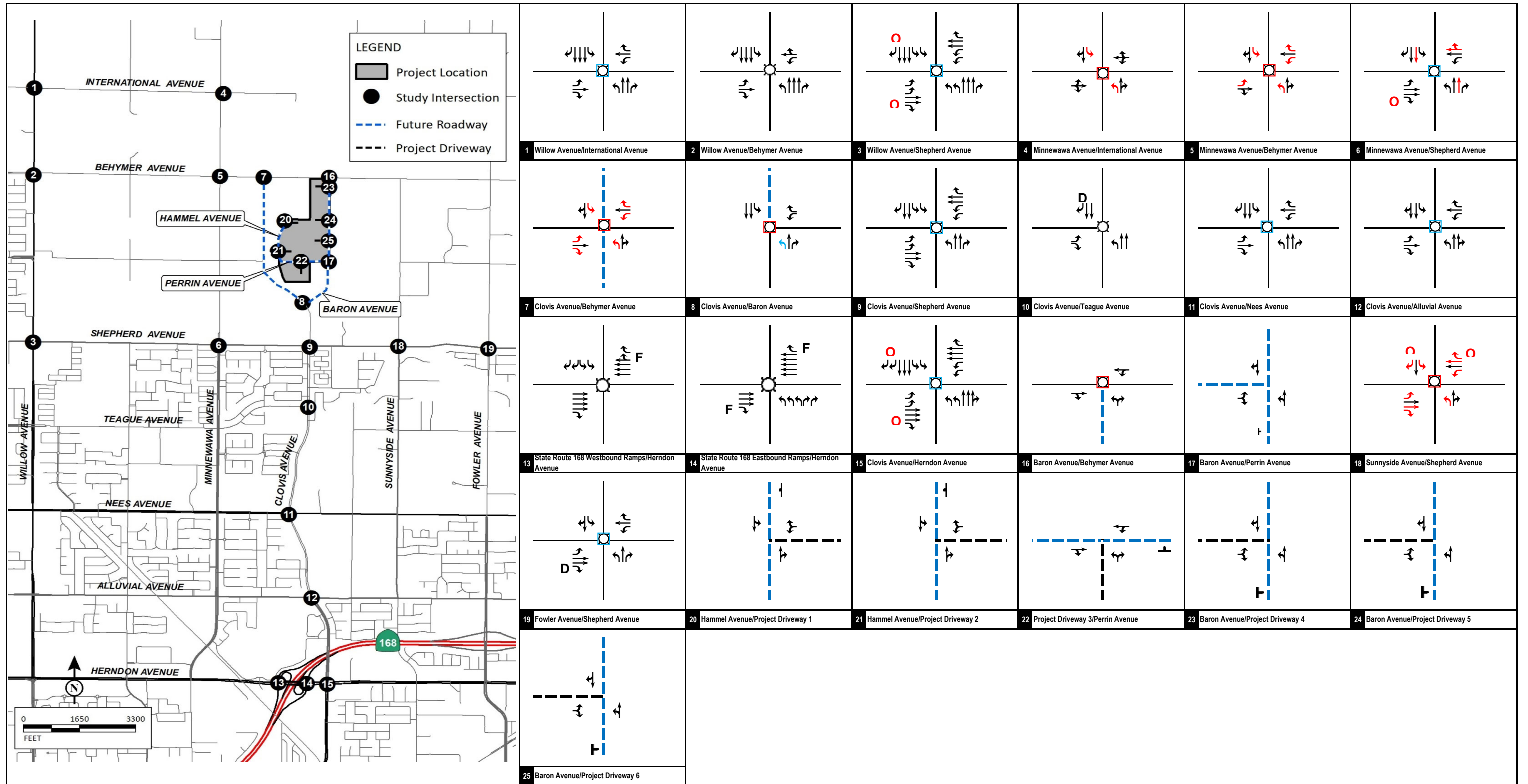
LSA

FIGURE 9-2

Legend

- Signal
- ⊖ Stop Sign
- D Defacto right turn
- F Free right-turn
- O Right-turn overlap
- Y Yield
- Future Roadway
- - - Project Driveway
- ↶ U-turn
- ⊠ Optimize Signal Timing
- ⊠ Install Traffic Signal
- ↶ Recommended Improvements

Tract Map 6343 Project
 Transportation Impact Analysis
 Near -Term (2026) Plus Project with Improvements Study Intersection Geometrics and Traffic Control



LSA

FIGURE 9-3

Legend

- Signal
- ⊙ Stop Sign
- D Defacto right turn
- F Free right-turn
- O Right-turn overlap
- Y Yield
- Future Roadway
- - - Project Driveway
- ↶ U-turn
- ⊠ Optimize Signal Timing
- ⊠ Install Traffic Signal
- ↶ Recommended Improvements

Tract Map 6343 Project
Transportation Impact Analysis
Cumulative (2046) Plus Project with Improvements Study Intersection Geometrics and Traffic Control

Table 9-A - Recommended Improvements for Intersections

Intersection	Jurisdiction	Existing Plus Project Improvements	Near-Term (2026) Plus Project Improvements	Cumulative (2046) Plus Project Improvements
1 Willow Avenue/International Avenue	Clovis/Fresno	Optimize signal timing.	Optimize signal timing.	Optimize signal timing.
3 Willow Avenue/Shepherd Avenue	Clovis/Fresno			Add NBR and EBR overlap phasing, Optimize signal timing.
4 Minnewawa Avenue/International Avenue	Clovis	Convert from TWSC to AWSC	Convert from TWSC to AWSC	Install a signal. Add NBL, SBL.
5 Minnewawa Avenue/Behymer Avenue	Clovis	Install a signal.	Install a signal. Add NBL, SBL.	Install a signal. Add NBL, SBL, EBL, WBL, WBR.
6 Minnewawa Avenue/Shepherd Avenue	Clovis		Add NBT, SBT, WBT. Optimize the signal timing.	Add NBT, SBT, WBT. Add EBR overlap phasing. Optimize the signal timing.
7 Clovis Avenue/Behymer Avenue	Clovis			Install a signal. Add NBL, SBL, EBL, EBR, WBR, WBL.
8 Clovis Avenue/Baron Avenue	Clovis		Restripe NB approach to NBU, NBT, and NBR (Part of Clovis Avenue Extension).	Install a signal. Restripe NB approach to NBU, NBT, and NBR (Part of Clovis Avenue Extension).
9 Clovis Avenue/Shepherd Avenue	Clovis		Optimize signal timing.	Optimize signal timing.
11 Clovis Avenue/Nees Avenue	Clovis		Optimize signal timing.	Optimize signal timing.
12 Clovis Avenue/Alluvial Avenue	Clovis			Optimize signal timing.
15 Clovis Avenue/Herndon Avenue	Clovis		Add EBR and SBR overlap phasing and restrict NB and EB U-turns. Coordinate and optimize signal along with the SR-168 ramp intersections.	Add EBR and SBR overlap phasing and restrict NB and EB U-turns. Coordinate and optimize signal along with the SR-168 ramp intersections.
16 Baron Avenue/Behymer Avenue	Clovis			Install a signal with E/W split phasing.
18 Sunnyside Avenue/Shepherd Avenue	Clovis		Install a signal. Add NBL, SBL, SBR, EBL, EBR, WBL, WBT, WBR.	Install a signal. Add NBL, SBL, SBR with overlap phasing, EBL, EBT, EBR, WBL, WBT, WBR with overlap phasing.
19 Fowler Avenue/Shepherd Avenue	Clovis	Optimize signal timing.	Optimize signal timing.	Optimize signal timing.

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

Table 9-B - Existing Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Plus Project Without Improvements				Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . Willow Avenue/International Avenue	Clovis/Fresno	D	Signal	78.2	E *	26.1	C	Signal	47.0	D	26.1	C
4 . Minnewawa Avenue/International Avenue	Clovis	D	TWSC	43.0	E *	10.8	B	AWSC	22.1	C	10.4	B
5 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	69.9	F *	13.0	B	Signal	17.6	B	11.8	B
19 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	69.3	E *	54.9	D	Signal	35.5	D	36.7	D

Notes:

- OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service
- Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).
- * Exceeds LOS Standard

Table 9-C - Near-Term (2026) Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Plus Project Without Improvements						Plus Project With Improvements					
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour			
				Delay (sec.)	LOS	*	Delay (sec.)	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Control	Delay (sec.)	LOS
1 . Willow Avenue/International Avenue	Clovis/Fresno	D	Signal	99.6	F	*	31.9	31.9	C	Signal	48.4	D	31.9	C	
4 . Minnewawa Avenue/International Avenue	Clovis	D	TWSC	47.1	E	*	18.3	18.3	C	AWSC	25.4	D	11.0	B	
5 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	100.9	F	*	16.9	16.9	C	Signal	17.9	B	11.5	B	
6 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	118.0	F	*	148.0	148.0	F	*	Signal	49.2	D	45.6	D
9 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	53.0	D		69.6	69.6	E	*	Signal	53.0	D	45.6	D
11 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	51.5	D		60.7	60.7	E	*	Signal	38.5	D	44.4	D
15 . Clovis Avenue/Herndon Avenue	Clovis	D	Signal	57.9	E	*	67.6	67.6	E	*	Signal	33.4	C	46.2	D
18 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	>200	F	*	>200	533.4	F	*	Signal	34.1	C	39.2	D
19 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	81.7	F	*	137.6	137.6	F	*	Signal	46.3	D	43.7	D

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

Table 9-D - Cumulative (2046) Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements						Plus Project With Improvements					
			Control	A.M. Peak Hour			P.M. Peak Hour			Control	A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec.)	LOS		Delay (sec.)	LOS			Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Willow Avenue/International Avenue	Clovis/Fresno	D	Signal	79.6	E	*	29.0	C	Signal	48.9	D	29.0	C	
3 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	D	Signal	51.0	D		64.1	E	*	Signal	48.1	D	54.6	D
4 . Minnewawa Avenue/International Avenue	Clovis	D	TWSC	>200	F	*	29.9	D	Signal	27.5	C	19.9	B	
5 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	>200	F	*	>200	F	*	Signal	43.5	D	31.1	C
6 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	164.2	F	*	162.3	F	*	Signal	54.7	D	50.5	D
7 . Clovis Avenue/Behymer Avenue	Clovis	D	AWSC	>200	F	*	>200	F	*	Signal	40.1	D	42.3	D
8 . Clovis Avenue/Baron Avenue	Clovis	D	AWSC	79.2	F	*	>200	F	*	Signal	15.0	B	23.9	C
9 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	50.7	D		71.3	E	*	Signal	50.0	D	50.4	D
11 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	59.5	E	*	83.8	F	*	Signal	39.9	D	51.4	D
12 . Clovis Avenue/Alluvial Avenue	Clovis	D	Signal	56.4	E	*	49.7	D	Signal	54.9	D	49.6	D	
15 . Clovis Avenue/Herrndon Avenue	Clovis	D	Signal	63.5	E	*	90.4	F	*	Signal	36.8	D	49.0	D
16 . Baron Avenue/Behymer Avenue	Clovis	D	OWSC	86.7	F	*	17.6	C	Signal	43.0	D	17.2	B	
18 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	>200	F	*	>200	F	*	Signal	37.4	D	53.8	D
19 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	86.0	F	*	129.1	F	*	Signal	55.0	D	53.6	D

Notes:

- OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service
- Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).
- * Exceeds LOS Standard

Table 9-E - Recommended Improvements for Roadway Segments

Roadway Segment	Jurisdiction	Near-Term (2026) Plus Project Improvements	Cumulative (2046) Plus Project Improvements
Segments on Behymer Avenue			
3 . between Minnewawa Avenue and Clovis Avenue	Clovis		Convert to 2-Lane TWLTL Collector
4 . between Clovis Avenue and Baron Avenue	Clovis		Convert to 2-Lane TWLTL Collector
Segments on Shepherd Avenue			
5 . between Willow Avenue and Minnewawa Avenue	Clovis	Convert to 4-Lane Raised Median Arterial	Convert to 4-Lane Raised Median Arterial
7 . between Clovis Avenue and Sunnyside Avenue	Clovis	Convert to 4-Lane Raised Median Expressway	Convert to 4-Lane Raised Median Expressway
8 . between Sunnyside Avenue and Fowler Avenue	Clovis		Convert to 4-Lane Raised Median Expressway
Segments on Minnewawa Avenue			
12 . between International Avenue and Behymer Avenue	Clovis		Convert to 4-Lane Undivided Arterial
13 . between Behymer Avenue and Shepherd Avenue	Clovis	Convert to 4-Lane Undivided Arterial	Convert to 4-Lane Undivided Arterial
Segments on Baron Avenue			
15 . between Perrin Avenue and Clovis Avenue	Clovis		Convert to 2-Lane Divided Collector

Table 9-F - Near Term (2026) Plus Project with Recommended Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Existing Classification	Proposed Classification	A.M. Peak Hour						P.M. Peak Hour					
				Plus Project Without Improvements			Plus Project With Improvements			Plus Project Without Improvements			Plus Project With Improvements		
				Capacity	Volume ³	LOS	Capacity	Volume ³	LOS	Capacity	Volume ³	LOS	Capacity	Volume ³	LOS
Segments on Shepherd Avenue															
5 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	4-Lane Raised Median Arterial	2,830	2,040	D	3780	2,040	D	2,830	2,760	E *	3780	2,760	D
7 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	4-Lane Raised Median Expressway	2,130	1,990	D	4260	1,990	C	2,130	2,390	F *	4260	2,390	D
Segments on Minnewawa Avenue															
13 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	4-Lane Undivided Arterial	1,310	1,240	E *	2640	1,240	C	1,310	1,430	F *	2640	1,430	D

Notes:

LOS = Level of Service

¹ Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Map, dated 2014.

² Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.

³ Roadway volumes have been rounded up to the nearest ten.

Table 9-G - Cumulative (2046) Plus Project with Recommended Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Existing Classification	Proposed Classification	A.M. Peak Hour						P.M. Peak Hour					
				Plus Project Without Improvements			Plus Project With Improvements			Plus Project Without Improvements			Plus Project With Improvements		
				Capacity	Volume ^a	LOS	Capacity	Volume ^a	LOS	Capacity	Volume ^a	LOS	Capacity	Volume ^a	LOS
Segments on Behymer Avenue															
3 . between Minnewawa Avenue and Clovis Avenue	Clovis	2-Lane Undivided Arterial	2-Lane TWLTL Collector	1,310	1,290	E *	1790	1,290	D	1,310	1,030	D	1790	1,030	D
4 . between Clovis Avenue and Baron Avenue	Clovis	2-Lane Undivided Collector	2-Lane TWLTL Collector	1,310	1,470	F *	1790	1,470	D	1,310	1,100	D	1790	1,100	D
Segments on Shepherd Avenue															
5 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	4-Lane Raised Median Arterial	2,830	2,140	D	3780	2,140	D	2,830	2,890	F *	3780	2,890	D
7 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	4-Lane Raised Median Expressway	2,130	2,080	E *	4260	2,080	D	2,130	2,490	F *	4260	2,490	D
8 . between Sunnyside Avenue and Fowler Avenue	Clovis	2-Lane Undivided Expressway	4-Lane Raised Median Expressway	2,130	1,650	D	4260	1,650	C	2,130	2,070	E *	4260	2,070	C
Segments on Minnewawa Avenue															
12 . between International Avenue and Behymer Avenue	Clovis	2-Lane Undivided Collector	4-Lane Undivided Arterial	1,310	1,420	F *	2640	1,420	D	1,310	1,170	D	2640	1,170	C
13 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	4-Lane Undivided Arterial	1,310	1,800	F *	2640	1,800	D	1,310	1,570	F *	2640	1,570	D
Segments on Baron Avenue															
15 . between Perrin Avenue and Clovis Avenue	Clovis	2-Lane Undivided Collector	2-Lane Divided Collector ³	1,310	1,180	D	1790	1,180	D	1,310	1,300	E *	1790	1,300	D

Notes:

- LOS = Level of Service
- ¹ Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Map, dated 2014.
- ² Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.
- ³ The City's General Plan does not provide a capacity for a 2-Lane Divided Collector. Therefore, for purposes of this analysis the capacity for a 2-Lane TWLTL Collector (which typically would operate as a 2-Lane Divided Collector) has been applied.
- ⁴ Roadway volumes have been rounded up to the nearest ten.

Table 9-H - Intersection Improvement Funding Mechanism

Intersection	Jurisdiction	Recommended Improvements	Funding Mechanism	Improvements Covered by Clovis Development Improvement Fee Program/Operations	Improvements Covered by Regional Transportation Mitigation Fee (RTMF)
1 . Willow Avenue/International Avenue	Clovis/Fresno	Optimize signal timing.	Clovis DIF	Optimize signal timing.	
3 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	Add NBR and EBR overlap phasing, Optimize signal timing.	Clovis Operations	Add NBR and EBR overlap phasing, Optimize signal timing.	
4 . Minnewawa Avenue/International Avenue	Clovis	Install a signal. Add NBL, SBL.	Clovis DIF	Install a signal. Add NBL, SBL.	
5 . Minnewawa Avenue/Behymer Avenue	Clovis	Install a signal. Add NBL, SBL, EBL, WBL, WBR.	Clovis DIF	Install a signal. Add NBL, SBL, EBL, WBL, WBR.	
6 . Minnewawa Avenue/Shepherd Avenue	Clovis	Add NBT, SBT, WBT. Add EBR overlap phasing. Optimize the signal timing.	Clovis Operations	Add NBT, SBT, WBT. Add EBR overlap phasing. Optimize the signal timing.	
7 . Clovis Avenue/Behymer Avenue	Clovis	Install a signal. Add NBL, SBL, EBL, EBR, WBR, WBL.	Clovis DIF	Install a signal. Add NBL, SBL, EBL, EBR, WBR, WBL.	
8 . Clovis Avenue/Baron Avenue	Clovis	Install a signal. Restripe NB approach to NBU, NBT, and NBR (Part of Clovis Avenue Extension).	Clovis DIF	Install a signal. Restripe NB approach to NBU, NBT, and NBR (Part of Clovis Avenue Extension).	
9 . Clovis Avenue/Shepherd Avenue	Clovis	Optimize signal timing.	Clovis Operations	Optimize signal timing.	
11 . Clovis Avenue/Nees Avenue	Clovis	Optimize signal timing.	Clovis Operations	Optimize signal timing.	
12 . Clovis Avenue/Alluvial Avenue	Clovis	Optimize signal timing.	Clovis Operations	Optimize signal timing.	
15 . Clovis Avenue/Herndon Avenue	Clovis	Add EBR and SBR overlap phasing and restrict NB and EB U-turns. Coordinate and optimize signal along with the SR-168 ramp intersections.	RTMF		Add EBR and SBR overlap phasing and restrict NB and EB U-turns. Coordinate and optimize signal along with the SR-168 ramp intersections.
16 . Baron Avenue/Behymer Avenue	Clovis	Install a signal with E/W split phasing.	Clovis DIF	Install a signal with E/W split phasing.	
18 . Sunnyside Avenue/Shepherd Avenue	Clovis	Install a signal. Add NBL, SBL, SBR with overlap phasing, EBL, EBT, EBR, WBL, WBT, WBR with overlap phasing.	Clovis DIF	Install a signal. Add NBL, SBL, SBR with overlap phasing, EBL, EBT, EBR, WBL, WBT, WBR with overlap phasing.	
19 . Fowler Avenue/Shepherd Avenue	Clovis	Optimize signal timing.	Clovis Operations	Optimize signal timing.	

Notes:
 NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
 L = Left, T = Through, R = Right

Table 9-1 - Roadway Segment Improvement Funding Mechanism and Fair Share

Roadway Segment	Jurisdiction	Cumulative (2046) Plus Project Improvements	Funding Mechanism	Improvements Covered by Clovis Development Improvement Fee Program	Improvements Covered by Fair Share	Fair Share Percentage ¹
Segments on Behymer Avenue						
3 . between Minnewawa Avenue and Clovis Avenue	Clovis	Convert to 2-Lane TWLTL Collector	Clovis DIF	Convert to 2-Lane TWLTL Collector		
4 . between Clovis Avenue and Baron Avenue	Clovis	Convert to 2-Lane TWLTL Collector	Clovis DIF	Convert to 2-Lane TWLTL Collector		
Segments on Shepherd Avenue						
5 . between Willow Avenue and Minnewawa Avenue	Clovis	Convert to 4-Lane Raised Median Arterial	Clovis DIF	Convert to 4-Lane Raised Median Arterial		
7 . between Clovis Avenue and Sunnyside Avenue	Clovis	Convert to 4-Lane Raised Median Expressway	Clovis DIF	Convert to 4-Lane Raised Median Expressway		
8 . between Sunnyside Avenue and Fowler Avenue	Clovis	Convert to 4-Lane Raised Median Expressway	Clovis DIF	Convert to 4-Lane Raised Median Expressway		
Segments on Minnewawa Avenue						
12 . between International Avenue and Behymer Avenue	Clovis	Convert to 4-Lane Undivided Arterial	Clovis DIF	Convert to 4-Lane Undivided Arterial		
13 . between Behymer Avenue and Shepherd Avenue	Clovis	Convert to 4-Lane Undivided Arterial	Clovis DIF	Convert to 4-Lane Undivided Arterial		
Segments on Baron Avenue						
15 . between Perrin Avenue and Clovis Avenue	Clovis	Convert to 2-Lane Divided Collector	Clovis DIF	Convert to 2-Lane Divided Collector		

Notes:

¹ Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when both peak hours require improvements, or only in the peak hour that require improvements.

10.0 INTERSECTION QUEUING ANALYSIS

Tables 10-A, 10-B, and 10-C list the available turn-pocket storage lengths and summarize the 95th percentile back-of-queue lengths at the study intersections under existing, near-term, and cumulative (2046) without project and plus project conditions. The queues for the signalized intersections have been reported from Synchro, while for unsignalized intersections, the SimTraffic queues have been reported since Synchro does not appropriately report queues at unsignalized intersections.

Tables 10-D, 10-E, and 10-F lists the 95th percentile back-of-queue lengths at the study intersections for plus project and plus project with improvements conditions, under existing, near-term (2026), and cumulative (2046) scenarios. It also includes the recommended turn-pocket storage lengths at these intersections. The recommended turn pocket storage lengths have been calculated based on recommended lane geometry with improvements and availability of adequate right-of-way.

It should be noted that as shown in Tables 8-A, 8-C, and 8-E, the intersections of SR- 168 Westbound Ramps/Herndon Avenue, and SR- 168 Eastbound Ramps/Herndon Avenue are forecast to operate at a satisfactory LOS under all scenarios. However, as shown in Tables 10-B and 10-C, both the ramp intersections are projected to have queuing deficiencies under future conditions (Near-term and cumulative scenarios). Additionally, the adjacent intersection of Clovis Avenue/Herndon Avenue is forecast to operate at an unsatisfactory LOS under Near-term, and cumulative scenarios, which may further deteriorate the ramp performance due to proximity of this intersection to the freeway ramps. Therefore, an evaluation of these intersections using signal timing coordination and optimization was performed under near-term and cumulative scenario. As shown in Tables 9-C, and 9-D, the intersection of Clovis Avenue/Herndon Avenue is forecast to operate at a satisfactory LOS along with the ramp intersections under Near-term, and cumulative scenarios with implementation of this improvement. Further, as shown in Tables 10-E and 10-F, this also helps eliminate the queuing issues at the ramp intersections along with additional storage length improvement proposed to the SR- 168 Westbound Ramps at Herndon Avenue.

Detailed queuing worksheets are included in Appendix G.

10.1 LIST OF CHAPTER 10.0 TABLES

- Table 10-A: Existing Queuing Analysis
- Table 10-B: Near-Term (2026) Queuing Analysis
- Table 10-C: Cumulative (2046) Queuing Analysis
- Table 10-D: Existing Plus Project with Improvements Queuing Analysis
- Table 10-E: Near-Term (2026) Plus Project with Improvements Queuing Analysis
- Table 10-F: Cumulative (2046) Plus Project with Improvements Queuing Analysis

Table 10-A - Existing Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Existing			
			Without Project ²		Plus Project ²	
			AM	PM	AM	PM
1 . Willow Avenue/International Avenue Signal	NBL	240	230	90	240	95
	NBR	155	10	5	10	5
	SBL	250	105	50	105	50
	SBR	205	30	0	30	0
	EBL	245	50	30	50	30
	EBR	235	30	50	25	60
	WBL	50	35	20	35	20
	WBR	20	0	0	0	0
2 . Willow Avenue/Behymer Avenue Signal	NBL	250	130	180	130	180
	NBR	105	0	0	0	0
	SBL	250	85	55	90	70
	SBR	200	5	0	5	0
	EBL	235	115	35	115	35
	WBL	90	40	65	40	65
3 . Willow Avenue/Shepherd Avenue Signal	2x NBL	250	125	170	125	170
	NBR	160	0	20	0	20
	2x SBL	250	125	100	130	110
	SBR	150	0	0	0	0
	2x EBL	230	35	40	35	40
	EBR	100	65	60	60	60
	WBL	250	45	40	50	40
	WBR	100	45	65	65	75
6 . Minnewawa Avenue/Shepherd Avenue Signal	NBL	230	175	155	180	155
	NBR	105	0	0	10	15
	SBL	255	150	120	150	120
	SBR	25	0	0	0	0
	EBL	230	65	50	65	50
	EBR	50	105	40	105	35
	WBL	215	80	45	110	70
	WBR	60	50	40	45	40
9 . Clovis Avenue/Shepherd Avenue Signal	NBL	235	135	200	135	200
	NBR	50	35	15	35	0
	2x SBL	250	20	10	40	30
	SBR	50	10	0	70	20
	2x EBL	240	35	35	55	95
	EBR	50	75	55	75	20
	2x WBL	245	90	65	90	65
	WBR	175	0	0	10	0
10 . Clovis Avenue/Teague Avenue Signal	NBL	200	200	140	195	140
	SBR	50	25	20	60	20
	EBL	250	80	75	80	85

Table 10-A - Existing Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Existing			
			Without Project ²		Plus Project ²	
			AM	PM	AM	PM
11 . Clovis Avenue/Nees Avenue Signal	NBL	300	130	195	130	195
	NBR	95	0	0	0	15
	SBL	260	130	90	130	90
	SBR	105	0	0	0	0
	EBL	230	70	55	85	100
	WBL	55	80	55	80	55
	WBR	60	115	5	115	25
12 . Clovis Avenue/Alluvial Avenue Signal	NBL	230	175	195	185	200
	SBL	235	180	120	180	120
	EBL	150	35	40	40	50
	EBR	105	80	100	85	110
	WBL	165	80	70	80	70
	WBR	105	25	15	45	35
13 . State Route 168 Westbound Ramps/Herndon Avenue Signal	SBL	235	45	45	45	45
	SBR	280	480	190	490	190
	EBR	365	45	40	45	40
14 . State Route 168 Eastbound Ramps/Herndon Avenue Signal	NBL	430	150	150	150	150
	NBR	430	170	350	185	410
15 . Clovis Avenue/Herndon Avenue Signal	2x NBL	200	175	240	175	240
	2x SBL	230	130	195	135	195
	2x SBR	185	45	40	45	45
	2x EBL	240	180	250	195	330
	2x WBL	245	120	220	120	200
	WBR	150	130	100	135	115
19 . Fowler Avenue/Shepherd Avenue Signal	NBL	150	215	175	215	195
	SBL	200	265	180	265	180
	EBL	115	50	55	50	55
	WBL	260	80	95	80	95
	WBR	55	345	110	350	105

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

¹ Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

² All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.



Table 10-B - Near-Term (2026) Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Near Term Year (2026)	
			Plus Project ²	
			AM	PM
1 . Willow Avenue/International Avenue Signal	NBL	240	290	125
	NBR	155	10	20
	SBL	250	105	50
	SBR	205	30	0
	EBL	245	50	30
	EBR	235	25	75
	WBL	50	45	45
	WBR	20	0	0
2 . Willow Avenue/Behymer Avenue Signal	NBL	250	185	235
	NBR	105	0	0
	SBL	250	95	70
	SBR	200	5	5
	EBL	235	115	35
	WBL	90	50	85
3 . Willow Avenue/Shepherd Avenue Signal	2x NBL	250	140	195
	NBR	160	125	450
	2x SBL	250	180	235
	SBR	150	145	140
	2x EBL	230	90	175
	EBR	100	95	60
	WBL	250	215	250
	WBR	100	190	220
6 . Minnewawa Avenue/Shepherd Avenue Signal	NBL	230	275	280
	NBR	105	40	85
	SBL	255	310	205
	SBR	25	75	60
	EBL	230	130	190
	EBR	50	220	110
	WBL	215	205	155
	WBR	60	90	165
9 . Clovis Avenue/Shepherd Avenue Signal	NBL	235	170	280
	NBR	50	65	125
	2x SBL	250	105	90
	SBR	50	165	100
	2x EBL	240	90	130
	EBR	50	85	95
	2x WBL	245	150	120
	WBR	175	55	85



Table 10-B - Near-Term (2026) Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Near Term Year (2026)	
			Plus Project ²	
			AM	PM
10 . Clovis Avenue/Teague Avenue Signal	NBL	200	200	140
	SBR	50	95	30
	EBL	250	85	95
11 . Clovis Avenue/Nees Avenue Signal	NBL	300	235	500
	NBR	95	0	0
	SBL	260	130	90
	SBR	105	5	0
	EBL	230	90	105
	WBL	55	125	90
	WBR	60	110	5
12 . Clovis Avenue/Alluvial Avenue Signal	NBL	230	175	195
	SBL	235	240	155
	EBL	150	40	50
	EBR	105	80	100
	WBL	165	80	70
	WBR	105	35	45
13 . State Route 168 Westbound Ramps/Herndon Avenue Signal	SBL	235	45	50
	SBR	280	490	190
	EBR	365	45	40
14 . State Route 168 Eastbound Ramps/Herndon Avenue Signal	NBL	430	155	155
	NBR	430	275	670
15 . Clovis Avenue/Herndon Avenue Signal	2x NBL	200	185	260
	2x SBL	230	155	220
	2x SBR	185	150	50
	2x EBL	240	250	590
	2x WBL	245	125	220
	WBR	150	155	170

Table 10-B - Near-Term (2026) Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Near Term Year (2026)	
			Plus Project ²	
			AM	PM
19 . Fowler Avenue/Shepherd Avenue Signal	NBL	150	290	425
	SBL	200	265	180
	EBL	115	70	90
	WBL	260	80	100
	WBR	55	360	90

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

¹ Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

² All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

Table 10-C - Cumulative (2046) Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Cumulative (2046)			
			Without Project ²		Plus Project ²	
			AM	PM	AM	PM
1 . Willow Avenue/International Avenue Signal	NBL	240	395	120	410	125
	NBR	155	15	75	15	80
	SBL	250	115	115	115	115
	SBR	205	35	0	35	0
	EBL	245	55	30	55	30
	EBR	235	60	70	60	75
	WBL	50	85	45	85	45
	WBR	20	20	5	20	5
2 . Willow Avenue/Behymer Avenue Signal	NBL	250	240	245	240	245
	NBR	105	0	95	0	95
	SBL	250	105	105	110	115
	SBR	200	5	5	5	5
	EBL	235	120	35	120	35
	WBL	90	155	210	155	210
3 . Willow Avenue/Shepherd Avenue Signal	2x NBL	250	255	200	260	200
	NBR	160	180	495	185	500
	2x SBL	250	180	225	185	250
	SBR	150	165	150	165	150
	2x EBL	230	95	185	95	185
	EBR	100	155	310	160	320
	WBL	250	225	265	230	270
	WBR	100	185	220	200	235
6 . Minnewawa Avenue/Shepherd Avenue Signal	NBL	230	335	530	335	530
	NBR	105	45	85	45	115
	SBL	255	580	215	580	215
	SBR	25	85	65	85	65
	EBL	230	135	195	135	195
	EBR	50	355	175	385	175
	WBL	215	180	140	210	155
	WBR	60	95	175	95	175
9 . Clovis Avenue/Shepherd Avenue Signal	NBL	235	180	320	180	320
	NBR	50	65	345	80	400
	2x SBL	250	85	80	110	95
	SBR	50	165	50	270	105
	2x EBL	240	70	80	90	135
	EBR	50	180	115	180	115
	2x WBL	245	205	185	205	185
	WBR	175	90	45	95	90
10 . Clovis Avenue/Teague Avenue Signal	NBL	200	225	155	230	160
	SBR	50	140	30	150	35
	EBL	250	90	135	90	145



Table 10-C - Cumulative (2046) Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Cumulative (2046)			
			Without Project ²		Plus Project ²	
			AM	PM	AM	PM
11 . Clovis Avenue/Nees Avenue	NBL	300	245	540	245	540
Signal	NBR	95	0	0	0	0
	SBL	260	190	180	190	180
	SBR	105	40	0	95	0
	EBL	230	115	125	130	165
	WBL	55	130	105	130	105
	WBR	60	170	310	195	325
12 . Clovis Avenue/Alluvial Avenue	NBL	230	445	405	445	405
Signal	SBL	235	255	175	255	175
	EBL	150	35	40	40	50
	EBR	105	105	105	105	105
	WBL	165	80	70	80	70
	WBR	105	40	50	40	50
13 . State Route 168 Westbound Ramps/Herndon Avenue	SBL	235	50	50	50	50
Signal	SBR	280	565	225	575	225
	EBR	365	50	45	50	45
14 . State Route 168 Eastbound Ramps/Herndon Avenue	NBL	430	155	240	155	240
Signal	NBR	430	305	620	320	710
15 . Clovis Avenue/Herndon Avenue	2x NBL	200	260	445	260	445
Signal	2x SBL	230	155	225	160	225
	2x SBR	185	165	50	230	60
	2x EBL	240	270	515	290	620
	2x WBL	245	150	225	150	225
	WBR	150	165	190	165	200
19 . Fowler Avenue/Shepherd Avenue	NBL	150	295	510	300	545
Signal	SBL	200	565	230	565	230
	EBL	115	100	105	100	105
	WBL	260	130	130	130	130
	WBR	55	395	265	400	265

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

¹ Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

² All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

Table 10-D - Existing Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Plus Project Recommended Storage Length ¹ (ft/ln)	Existing			
				Plus Project ²		Plus Project with Improvements ²	
				AM	PM	AM	PM
1 . Willow Avenue/International Avenue Signal	NBL	240	300	240	95	230	95
	NBR	155	155	10	5	10	5
	SBL	250	250	105	50	105	50
	SBR	205	205	30	0	5	0
	EBL	245	245	50	30	50	30
	EBR	235	235	25	60	30	60
	WBL	50	100	35	20	35	20
	WBR	20	20	0	0	0	0
2 . Willow Avenue/Behymer Avenue Signal	NBL	250	250	130	180	130	180
	NBR	105	105	0	0	0	0
	SBL	250	250	90	70	90	70
	SBR	200	200	5	0	5	0
	EBL	235	235	115	35	115	35
	WBL	90	210	40	65	40	65
3 . Willow Avenue/Shepherd Avenue Signal	2x NBL	250	260	125	170	125	170
	NBR	160	225	0	20	0	20
	2x SBL	250	280	130	110	130	110
	SBR	150	165	0	0	0	0
	2x EBL	230	230	35	40	35	40
	EBR	100	175	60	60	60	55
	WBL	250	280	50	40	50	40
	WBR	100	200	65	75	65	75
6 . Minnewawa Avenue/Shepherd Avenue Signal	NBL	230	230	180	155	180	155
	NBR	105	105	10	15	10	15
	SBL	255	255	150	120	150	120
	SBR	25	25	0	0	0	0
	EBL	230	250	65	50	65	50
	EBR	50	50	105	35	105	35
	WBL	215	215	110	70	110	70
	WBR	60	60	45	40	45	40
9 . Clovis Avenue/Shepherd Avenue Signal	NBL	235	235	135	200	135	200
	NBR	50	50	35	0	35	0
	2x SBL	250	250	40	30	40	30
	SBR	50	270	70	20	35	20
	2x EBL	240	240	55	95	55	95
	EBR	50	50	75	20	75	20
	2x WBL	245	245	90	65	90	65
	WBR	175	175	10	0	10	0
10 . Clovis Avenue/Teague Avenue Signal	NBL	200	225	195	140	195	140
	SBR	50	50	60	20	60	20
	EBL	250	250	80	85	80	85
11 . Clovis Avenue/Nees Avenue Signal	NBL	300	475	130	195	130	195
	NBR	95	95	0	15	0	15
	SBL	260	260	130	90	130	90
	SBR	105	105	0	0	0	0
	EBL	230	230	85	100	85	100
	WBL	55	60	80	55	80	55
	WBR	60	60	115	25	115	25

Table 10-D - Existing Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Plus Project Recommended Storage Length ¹ (ft/ln)	Existing			
				Plus Project ²		Plus Project with Improvements ²	
				AM	PM	AM	PM
12 . Clovis Avenue/Alluvial Avenue Signal	NBL	230	420	185	200	185	200
	SBL	235	215	180	120	180	120
	EBL	150	150	40	50	40	50
	EBR	105	110	85	110	80	110
	WBL	165	165	80	70	80	70
	WBR	105	105	45	35	45	35
13 . State Route 168 Westbound Ramps/Herndon Avenue Signal	SBL	235	235	45	45	45	45
	SBR ³	280	445	490	190	490	190
	EBR	365	365	45	40	45	40
14 . State Route 168 Eastbound Ramps/Herndon Avenue Signal	NBL	430	430	150	150	150	150
	NBR	430	430	185	410	185	410
15 . Clovis Avenue/Herndon Avenue Signal	2x NBL	200	200	175	240	175	240
	2x SBL	230	230	135	195	135	195
	2x SBR	185	185	45	45	45	45
	2x EBL	240	350	195	330	195	330
	2x WBL	245	245	120	200	120	220
	WBR	150	150	135	115	135	115
19 . Fowler Avenue/Shepherd Avenue Signal	NBL	150	285	215	195	195	135
	SBL	200	200	265	180	165	125
	EBL	115	115	50	55	35	40
	WBL	260	260	80	95	55	70
	WBR	55	205	350	105	60	35

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

¹ Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

² All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

³ Storage length based on signal coordinations mitigation with SR-168 Ramps.

Table 10-E - Near-Term (2026) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Plus Project Recommended Storage Length ¹ (ft/ln)	Near Term Year (2026)			
				Plus Project ²		Plus Project with Improvements ²	
				AM	PM	AM	PM
1 . Willow Avenue/International Avenue Signal	NBL	240	300	290	125	275	125
	NBR	155	155	10	20	10	20
	SBL	250	250	105	50	105	50
	SBR	205	205	30	0	5	0
	EBL	245	245	50	30	50	30
	EBR	235	235	25	75	25	75
	WBL	50	100	45	45	45	45
	WBR	20	20	0	0	0	0
2 . Willow Avenue/Behymer Avenue Signal	NBL	250	250	185	235	185	235
	NBR	105	105	0	0	0	0
	SBL	250	250	95	70	95	70
	SBR	200	200	5	5	5	5
	EBL	235	235	115	35	115	35
	WBL	90	210	50	85	50	85
3 . Willow Avenue/Shepherd Avenue Signal	2x NBL	250	260	140	195	140	195
	NBR	160	225	125	450	75	370
	2x SBL	250	280	180	235	180	235
	SBR	150	165	145	140	145	130
	2x EBL	230	230	90	175	90	175
	EBR	100	175	95	60	55	60
	WBL	250	280	215	250	215	250
	WBR	100	200	190	220	95	110
5 . Minnewawa Avenue/Behymer Avenue Signal	NBL		150			15	10
	SBL		250			65	40
6 . Minnewawa Avenue/Shepherd Avenue Signal	NBL	230	230	275	280	270	315
	NBR	105	105	40	85	20	55
	SBL	255	255	310	205	290	240
	SBR	25	25	75	60	35	5
	EBL	230	250	130	190	150	230
	EBR	50	50	220	110	170	55
	WBL	215	215	205	155	225	170
	WBR	60		90	165	0	0
9 . Clovis Avenue/Shepherd Avenue Signal	NBL	235	235	170	280	170	300
	NBR	50	50	65	125	65	80
	2x SBL	250	250	105	90	105	85
	SBR	50	270	165	100	50	50
	2x EBL	240	240	90	130	90	115
	EBR	50	50	85	95	85	70
	2x WBL	245	245	150	120	150	105
	WBR	175	175	55	85	55	60
10 . Clovis Avenue/Teague Avenue Signal	NBL	200	225	200	140	200	140
	SBR	50	50	95	30	95	30
	EBL	250	250	85	95	85	95
11 . Clovis Avenue/Nees Avenue Signal	NBL	300	475	235	500	230	445
	NBR	95	95	0	0	0	5
	SBL	260	260	130	90	95	75
	SBR	105	105	5	0	20	0
	EBL	230	230	90	105	65	90
	WBL	55	60	125	90	55	45
	WBR	60	60	110	5	100	10

Table 10-E - Near-Term (2026) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Plus Project Recommended Storage Length ¹ (ft/ln)	Near Term Year (2026)			
				Plus Project ²		Plus Project with Improvements ²	
				AM	PM	AM	PM
12 . Clovis Avenue/Alluvial Avenue Signal	NBL	230	420	175	195	175	195
	SBL	235	215	240	155	240	155
	EBL	150	150	40	50	40	50
	EBR	105	110	80	100	80	100
	WBL	165	165	80	70	80	70
	WBR	105	105	35	45	35	45
13 . State Route 168 Westbound Ramps/Herndon Avenue Signal	SBL	235	235	45	50	40	55
	SBR	280	445	490	190	375	190
	EBR	365	365	45	40	60	35
14 . State Route 168 Eastbound Ramps/Herndon Avenue Signal	NBL	430	430	155	155	130	105
	NBR	430	430	275	670	260	430
15 . Clovis Avenue/Herndon Avenue Signal	2x NBL	200	200	185	260	160	240
	2x SBL	230	230	155	220	145	255
	2x SBR	185	185	150	50	205	175
	2x EBL	240	350	250	590	225	490
	2x WBL	245	245	125	220	110	235
	WBR	150	150	155	170	45	80
18 . Sunnyside Avenue/Shepherd Avenue Signal	NBL		250			160	250
	SBL		250			40	45
	SBR		300			30	40
	EBL		250			75	175
	EBR		250			40	60
	WBL		250			55	115
19 . Fowler Avenue/Shepherd Avenue Signal	NBL	150	285	290	425	295	335
	SBL	200	200	265	180	165	150
	EBL	115	115	70	90	20	65
	WBL	260	260	80	100	55	75
	WBR	55	205	360	90	60	30

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

¹ Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

² All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

Table 10-F - Cumulative (2046) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Plus Project Recommended Storage Length ¹ (ft/ln)	Cumulative (2046)			
				Plus Project ²		Plus Project with Improvements ²	
				AM	PM	AM	PM
1 . Willow Avenue/International Avenue Signal	NBL	240	300	410	125	290	125
	NBR	155	155	15	80	15	80
	SBL	250	250	115	115	115	115
	SBR	205	205	35	0	10	0
	EBL	245	245	55	30	55	30
	EBR	235	235	60	75	65	75
	WBL	50	100	85	45	85	45
	WBR	20	20	20	5	0	5
2 . Willow Avenue/Behymer Avenue Signal	NBL	250	250	240	245	240	245
	NBR	105	105	0	95	0	95
	SBL	250	250	110	115	110	115
	SBR	200	200	5	5	5	5
	EBL	235	235	120	35	120	35
	WBL	90	210	155	210	155	210
3 . Willow Avenue/Shepherd Avenue Signal	2x NBL	250	260	260	200	265	200
	NBR	160	225	185	500	125	465
	2x SBL	250	280	185	250	185	280
	SBR	150	165	165	150	165	135
	2x EBL	230	230	95	185	90	185
	EBR	100	175	160	320	120	335
	WBL	250	280	230	270	155	190
	WBR	100	200	200	235	90	175
4 . Minnewawa Avenue/International Avenue Signal	NBL		300			290	145
	SBL		200			0	0
5 . Minnewawa Avenue/Behymer Avenue Signal	SBL		250			250	190
	EBL		200			10	10
	WBL		200			45	20
	WBR		200			65	40
6 . Minnewawa Avenue/Shepherd Avenue Signal	NBL	230	230	335	530	390	520
	NBR	105	105	45	115	5	85
	SBL	255	255	580	215	445	275
	SBR	25	25	85	65	65	20
	EBL	230	250	135	195	205	250
	EBR	50	50	385	175	210	190
	WBL	215	215	210	155	230	215
	WBR	60		95	175	0	0
7 . Clovis Avenue/Behymer Avenue Signal	NBL		225			175	220
	SBL		255			195	255
	EBL		100			35	30
	EBR		200			30	25
	WBL		235			235	85
	WBR		250			50	45
8 . Clovis Avenue/Baron Avenue Signal	NBU		50			95	50
	SBL		105			45	105
	WBL		335			240	335

Table 10-F - Cumulative (2046) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Plus Project Recommended Storage Length ¹ (ft/ln)	Cumulative (2046)			
				Plus Project ²		Plus Project with Improvements ²	
				AM	PM	AM	PM
9 . Clovis Avenue/Shepherd Avenue Signal	NBL	235	235	180	320	180	335
	NBR	50	50	80	400	80	255
	2x SBL	250	250	110	95	110	90
	SBR	50	270	270	105	75	55
	2x EBL	240	240	90	135	90	115
	EBR	50	50	180	115	180	80
	2x WBL	245	245	205	185	205	205
	WBR	175	175	95	90	95	65
10 . Clovis Avenue/Teague Avenue Signal	NBL	200	225	230	160	225	150
	SBR	50	50	150	35	160	40
	EBL	250	250	90	145	90	145
11 . Clovis Avenue/Nees Avenue Signal	NBL	300	475	245	540	240	475
	NBR	95	95	0	0	0	5
	SBL	260	260	190	180	165	180
	SBR	105	105	95	0	65	0
	EBL	230	230	130	165	95	170
	WBL	55	60	130	105	60	60
	WBR	60	60	195	325	145	270
12 . Clovis Avenue/Alluvial Avenue Signal	NBL	230	420	445	405	455	405
	SBL	235	215	255	175	255	175
	EBL	150	150	40	50	40	50
	EBR	105	110	105	105	105	105
	WBL	165	165	80	70	80	70
	WBR	105	105	40	50	60	50
13 . State Route 168 Westbound Ramps/Herndon Avenue Signal	SBL	235	235	50	50	45	55
	SBR	280	445	575	225	445	240
	EBR	365	365	50	45	65	40
14 . State Route 168 Eastbound Ramps/Herndon Avenue Signal	NBL	430	430	155	240	135	155
	NBR	430	430	320	710	295	425
15 . Clovis Avenue/Herndon Avenue Signal	2x NBL	200	200	260	445	225	350
	2x SBL	230	230	160	225	140	270
	2x SBR	185	185	230	60	310	205
	2x EBL	240	350	290	620	300	485
	2x WBL	245	245	150	225	135	230
	WBR	150	150	165	200	85	125
18 . Sunnyside Avenue/Shepherd Avenue Signal	NBL		250			155	270
	SBL		300			360	275
	SBR		300			255	270
	EBL		265			265	550
	EBR		250			50	40
	WBL		250			60	95
	WBR		250			0	195

Table 10-F - Cumulative (2046) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length ¹ (ft/ln)	Plus Project Recommended Storage Length ¹ (ft/ln)	Cumulative (2046)			
				Plus Project ²		Plus Project with Improvements ²	
				AM	PM	AM	PM
19 . Fowler Avenue/Shepherd Avenue Signal	NBL	150	285	300	545	305	420
	SBL	200	200	565	230	330	230
	EBL	115	115	100	105	70	80
	WBL	260	260	130	130	90	95
	WBR	55	205	400	265	65	100

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

¹ Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

² All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

11.0 SITE DISTANCE ANALYSIS AND SAFE ROUTES TO SCHOOL ANALYSIS

As discussed previously and shown on Figure 1-2, access to the project will be provided by six driveways: two on Baron Avenue, two on Hammel Avenue, and one on Perrin Avenue. All driveways will operate as full-access driveways.

11.1 SIGHT DISTANCE ANALYSIS

A sight distance analysis was conducted at the project driveways along Baron Avenue and future intersection of Baron Avenue/Perrin Road. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object. For purposes of this analysis, only the stopping sight distance and corner sight distance have been evaluated.

According to the Caltrans *Highway Design Manual* (HDM) (dated July 2020), the stopping sight distance is the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway.

The stopping sight distance was evaluated on the roadways along the project frontage, including future intersection of Baron Avenue/Perrin Road. For purposes of this analysis, the posted speed limit of 35 mph has been considered as the design speed for Baron Avenue. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 250 feet for a design speed of 35 mph. Therefore, the minimum stopping sight distance for all project driveways have been considered to be 250 feet.

As for corner sight distance, Section 405.1 of the HDM states that corner sight distance requirements are not applicable for urban driveways unless signalized. At signalized driveways, the minimum corner sight distance was based on design speed, time gap, and type of vehicle for the minor road vehicle to enter the major road. Based on these design speeds and the requirements established in the HDM, it was determined that minimum corner sight distances of the project driveways and future intersection are as follows:

- **Baron Avenue/Project Driveway 4:** 390 feet
- **Baron Avenue/Project Driveway 5:** 390 feet
- **Baron Avenue/Project Driveway 6:** 390 feet
- **Baron Avenue/Perrin Avenue:** 390 feet

11.2 SAFE ROUTES TO SCHOOL

The project will be under the jurisdiction of the Clovis Unified School District (CUSD). The CUSD provides transportation for students who live in excess of an established radius zone. The zones are a radius of 1.00 mile for grades Kindergarten through 6th and 2.50 miles for grades 7th through 12th.

Based on the current CUSD maps and school district boundaries, elementary school students residing in the project will be attending the Riverview Elementary School, located at the southeast corner of Chestnut Avenue and Behymer Avenue. The distance between the elementary school and the project is approximately 2.0 miles. As such, the project is not within the school's walking radius area. As such, CUSD will provide transportation for the elementary school students. Additionally, some elementary school students from the project will be accessing the elementary school by cars. Therefore, no safety improvements may be required for the elementary school students.

It should be noted that the project is within the vicinity of the proposed Heritage Grove Specific Plan project. Based on the project description of the Specific Plan, an elementary school is being proposed within Planning Area 9 of the Specific Plan. Though the completion date for this elementary school is still undetermined, elementary school students from the project are anticipated to attend this school once completed. This new school will be within close proximity of the project site. The Heritage Grove Specific Plan project will also be constructing sidewalks and bike lanes as part of internal circulation network to provide safe route for walking and biking to school. As such, no further safety improvements may be required for the elementary school students upon construction of this elementary school.

The project is currently within the district boundaries of Granite Ridge Intermediate School, and Clovis North High School. Both these schools are located at the northwest corner of the intersection of Willow Avenue/International Avenue. The distance between these schools and the project is approximately 2.5 miles. However, the project is included within the schools' walking radius area. As such, CUSD may not provide transportation for the intermediate and high school students, and they might be accessing the school by walk, bike or car.

The most direct route to these schools from the project would be walking northwards to Behymer Avenue, westwards to Willow Avenue and northwards towards International Avenue. An alternative route could be walking westward along Behymer Avenue, northward along Minnewawa Avenue, and westward along International Avenue.

Currently, there is no sidewalk present along Behymer Avenue between Willow Avenue and Baron Avenue, along Minnewawa Avenue between International Avenue and Behymer Avenue or along International Avenue between Willow Avenue and Minnewawa Avenue. Similarly, there's no bike facility present along these roadway segments. As included in Table 9-E, several of these segments would require improvements that would include addition of sidewalks and/or bike lanes along those facilities. The project would be paying its fair share for implementation of these improvements. However, no improvements have been identified as part of this traffic study for the segment along International Avenue between Willow Avenue and Minnewawa Avenue, and the segment along Behymer Avenue between Willow Avenue and Minnewawa Avenue. Therefore, the City might want

to prioritize installing sidewalks and bike facilities along these corridors to provide a continuous safe walking/biking access corridor to the intermediate school and high school.

Additionally, CUSD does have a provision to provide transportation to communities within the walking radius if the community can raise sufficient funds to pay for the cost of operation. As such, if the project residents decide to fund such a program, transportation would be provided between the project and these schools.

As such, though no further safety improvements may be necessary for the elementary school access, for providing a safe access to the intermediate and high schools would require further evaluation.

11.3 LIST OF CHAPTER 11.0 FIGURES

- Figure 11-1: Sight Distance Analysis at Baron Avenue/Project Driveway 4
- Figure 11-2: Sight Distance Analysis at Baron Avenue/Project Driveway 5
- Figure 11-3: Sight Distance Analysis at Baron Avenue/Project Driveway 6
- Figure 11-4: Sight Distance Analysis at Baron Avenue/Perrin Avenue

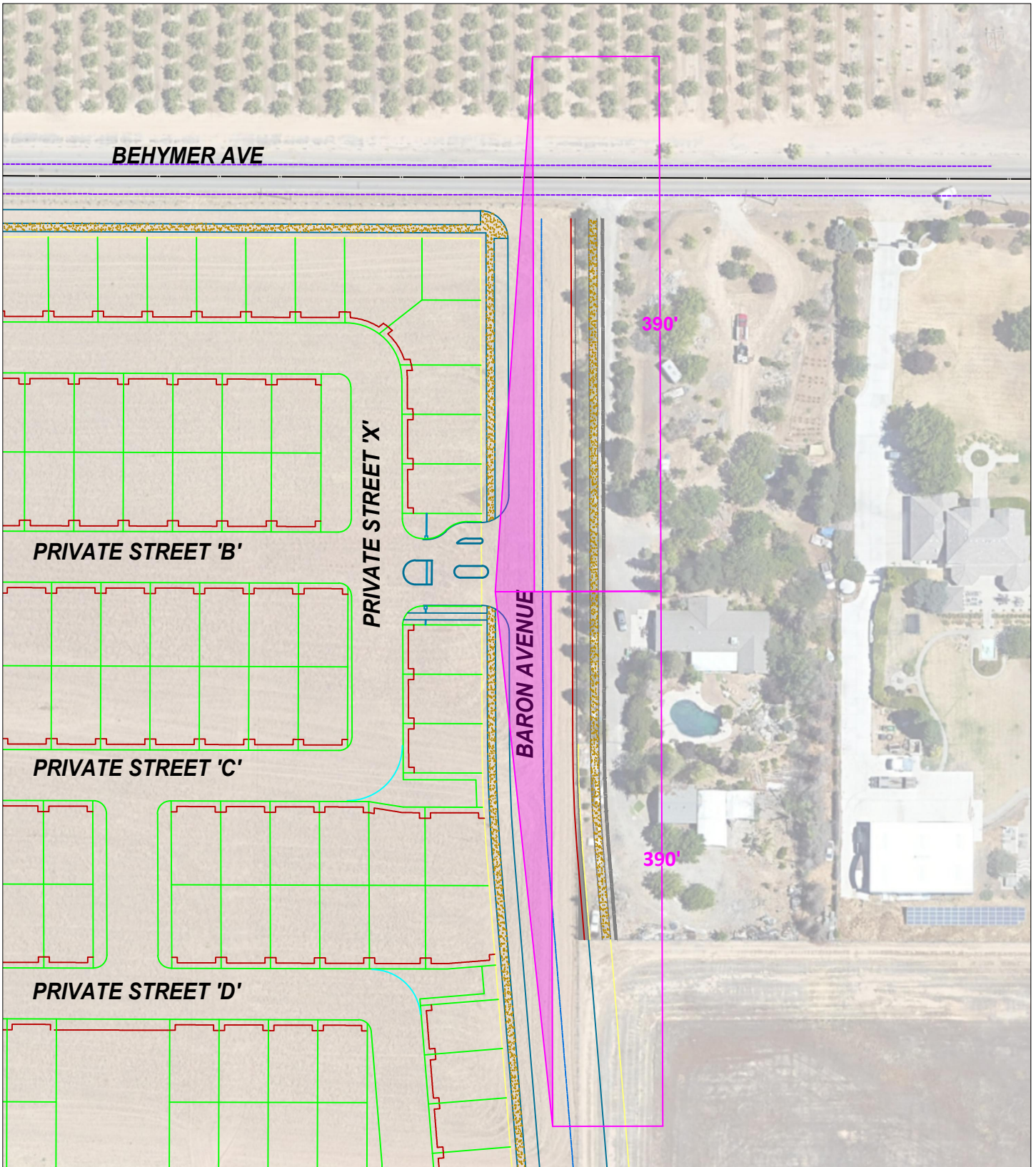


FIGURE 11-1

LSA

LEGEND

□ Sight Distance Triangle



Tract Map 6343 Project
Transportation Impact Analysis

Sight Distance Analysis at Baron Avenue/Project Driveway 4

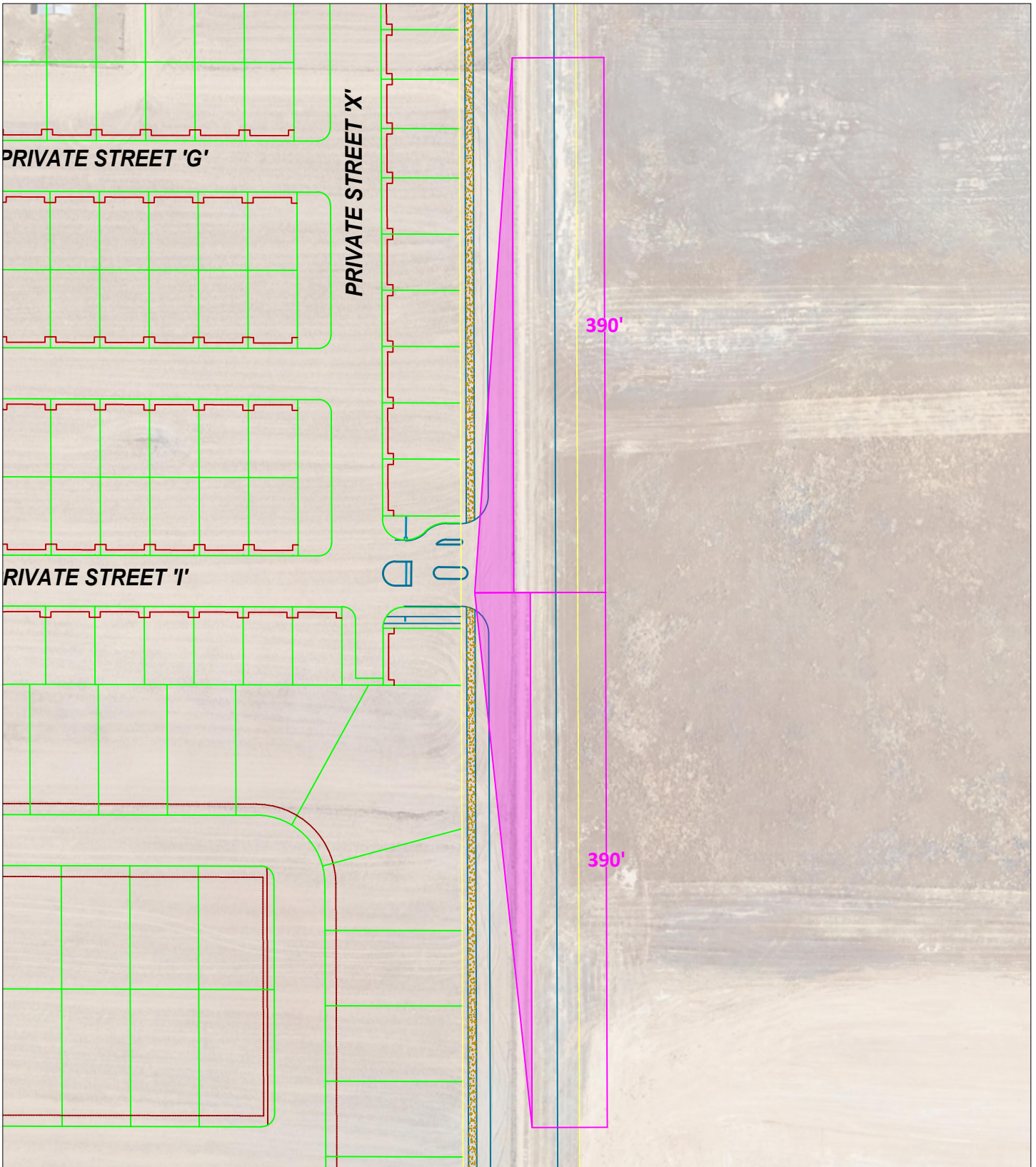


FIGURE 11-2

LSA

LEGEND

Sight Distance Triangle



*Tract Map 6343 Project
Transportation Impact Analysis*

Sight Distance Analysis at Baron Avenue/Project Driveway 5

SOURCE: Google Earth, 2018.
I:\CIT2201-RIV\Reports\Stripping&ISD.dwg (2/22/2023)

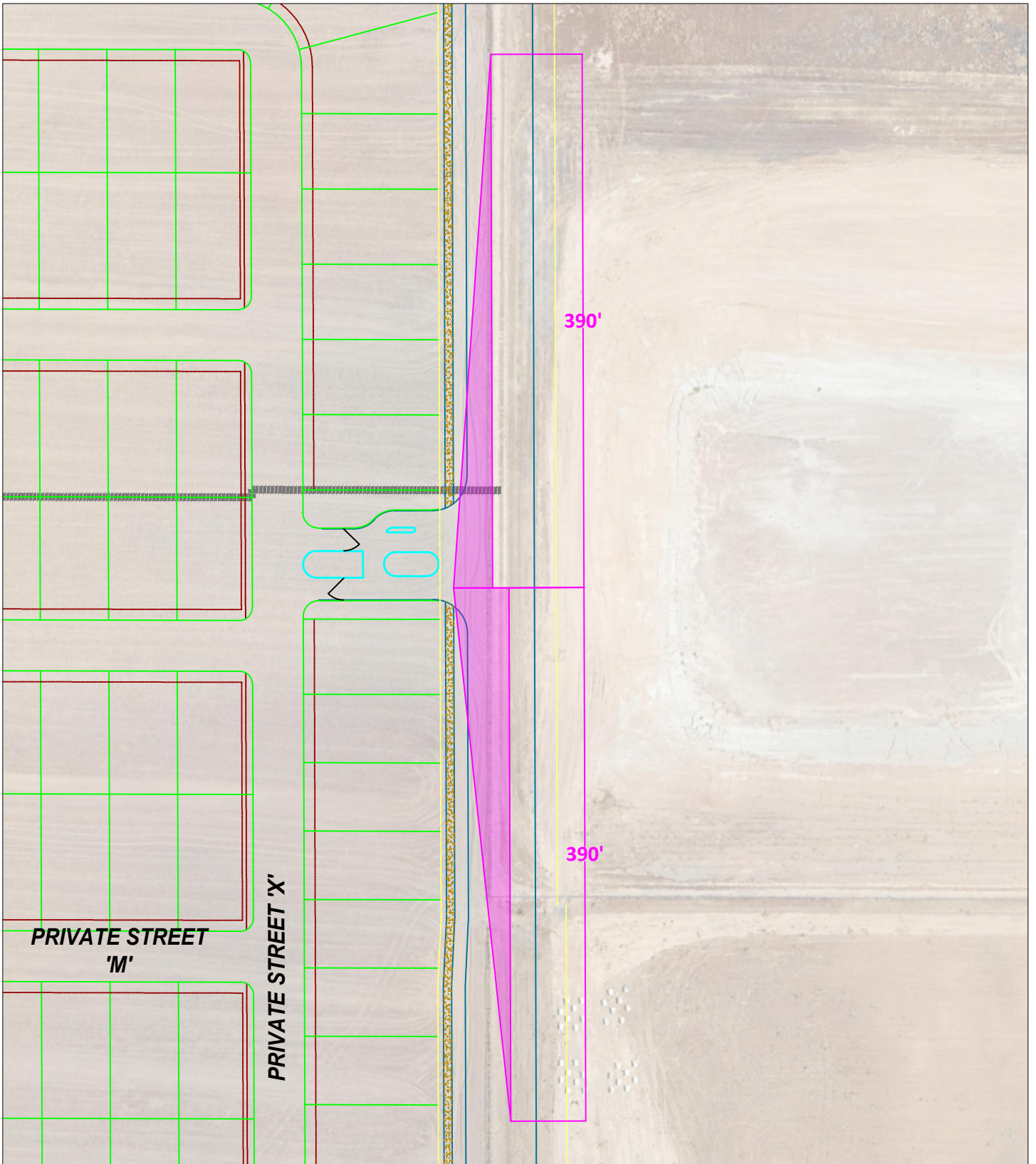


FIGURE 11-3

LSA

LEGEND

■ Sight Distance Triangle



*Tract Map 6343 Project
Transportation Impact Analysis*

Sight Distance Analysis at Baron Avenue/Project Driveway 6

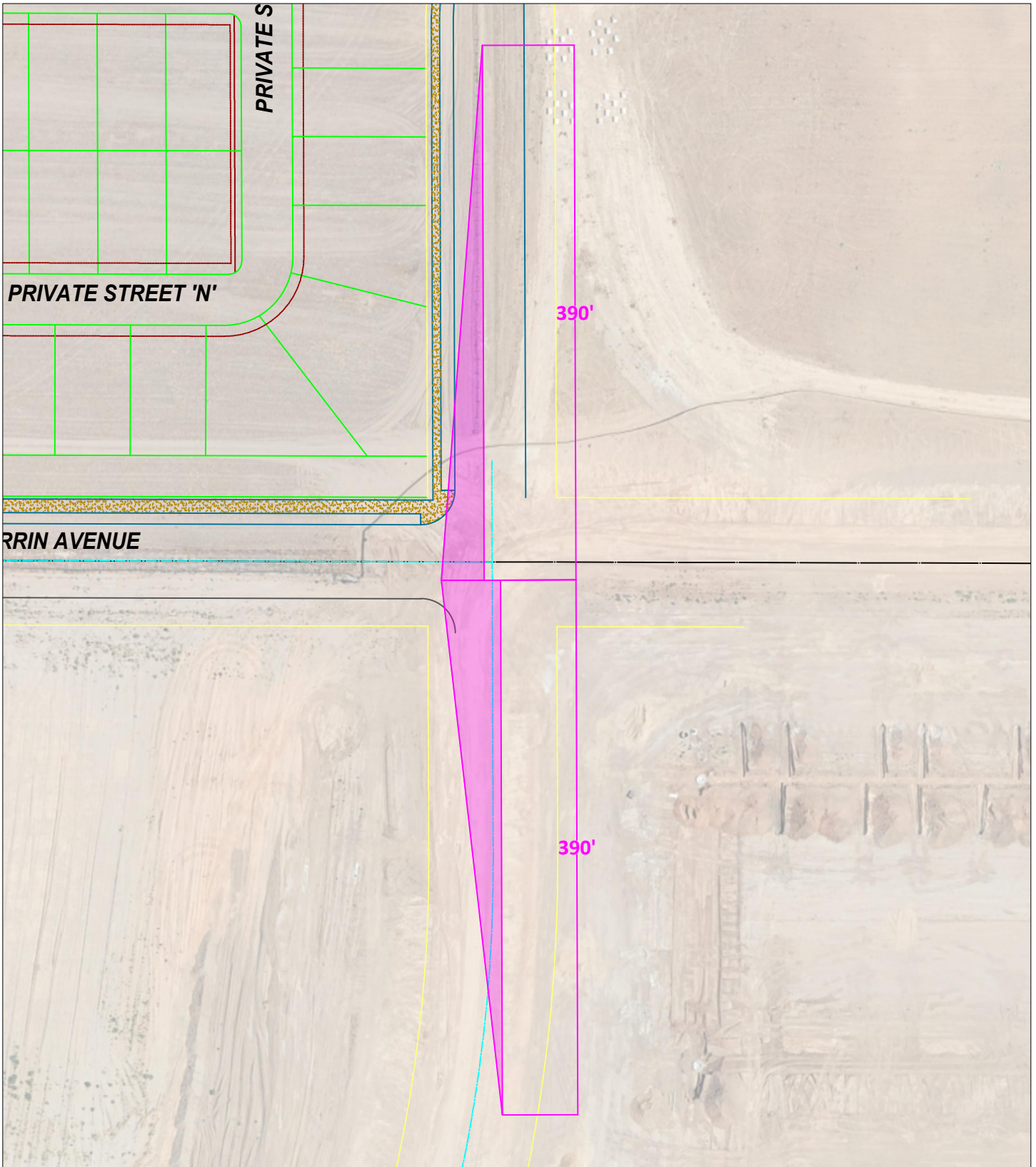


FIGURE 11-4

LSA

LEGEND

Sight Distance Triangle



*Tract Map 6343 Project
Transportation Impact Analysis*

Sight Distance Analysis at Baron Avenue/Perrin Road

12.0 CALTRANS FREEWAY QUEUING ANALYSIS

As recommended by the Caltrans staff during the scoping agreement process, a freeway queuing analysis has been conducted at all Caltrans facilities at which project traffic gets added. Since the project is estimated to add traffic at the Herndon Avenue and Fowler Avenue interchanges, a freeway queuing analysis was performed at the off-ramps at these interchanges.

12.1 FREEWAY QUEUING ANALYSIS

A freeway queuing analysis was performed to examine safety impacts at the Herndon Avenue and Fowler Avenue interchange off-ramps. The queuing analysis will review the speed differential between the off-ramp queue and mainline traffic during the peak hours. If the speed differential exceeds the significance thresholds as outlined in the *Safety Review Practitioners Guidance* (30 mph), traffic safety improvements will need to be identified to offset operational deficiencies on traffic safety, if any.

Table 12-A summarizes the off-ramp speed differential between the SR-168 mainline and the off-ramps at the Herndon Avenue and Fowler Avenue interchanges. The ramp and mainline speeds were calculated using the Highway Capacity Software (i.e., HCS 7). As summarized in Table 12-A, the speed differential between the freeway mainlines and off-ramps for both interchanges are less than 30 mph except for the diverge segment at the SR-168 westbound Herndon Avenue Off-Ramp. As such, no safety improvements may be necessary at all other locations.

The diverge segment at the SR-168 westbound Herndon Avenue Off-Ramp is forecast to operate at an unsatisfactory condition (LOS F) during p.m. peak hours under existing, near-term (2026) and cumulative (2046) conditions. Therefore, HCS 7 results may be unreliable for that diverge segment. However, since the segment is performing at LOS F, it could be estimated that the facility is being heavily congested, and a speed differential between the off-ramp queue and mainline traffic would potentially be much lower than the Caltrans significance threshold of 30 mph. However, improvements would be required at this off-ramp location to improve traffic operations in the freeway mainline. Since the project has no direct control of implementing improvements at a Caltrans facility, the deficiency at this location would remain significant and unavoidable.

It should be noted that as shown in Tables 8-A, 8-C, and 8-E, the intersections of SR- 168 Westbound Ramps/Herndon Avenue, and SR- 168 Eastbound Ramps/Herndon Avenue are forecast to operate at a satisfactory LOS under all scenarios. However, as shown in Tables 10-B and 10-C, both the ramp intersections are projected to have queuing deficiencies under future conditions (Near-term and cumulative scenarios). Additionally, the adjacent intersection of Clovis Avenue/Herndon Avenue is forecast to operate at an unsatisfactory LOS under Near-term, and cumulative scenarios, which may further deteriorate the ramp performance due to proximity of this intersection to the freeway ramps. Therefore, an evaluation of these intersections using signal timing coordination and optimization was performed under near-term and cumulative scenario. As shown in Tables 9-C, and 9-D, the intersection of Clovis Avenue/Herndon Avenue is forecast to operate at a satisfactory LOS along with the ramp intersections under Near-term, and cumulative scenarios with implementation of this improvement. Further, as shown in Tables 10-E and 10-F, and discussed in chapter 10.0 of

this report, this also helps eliminate the queuing issues at the ramp intersections along with additional storage length improvement proposed to the SR- 168 Westbound Ramps at Herndon Avenue.

Detailed HCS worksheets are included in Appendix H.

12.2 LIST OF CHAPTER 12.0 TABLES

- Table 12-A: Caltrans Off-Ramp Speed Differential

Table 12-A - Caltrans Off-Ramp Speed Differential

SR-168	Without Project								Plus Project							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact
Existing (2022)																
1 . EB: Herndon Avenue Off-Ramp	62.6	58.0	4.6	No	64.5	57.3	7.2	No	62.5	57.9	4.6	No	64.1	57.0	7.1	No
2 . WB: Herndon Avenue Off-Ramp	58.5	58.5	0.0	No	--	--	--	--	58.5	58.5	0.0	No	--	--	--	--
Near Term (2026)																
1 . EB: Herndon Avenue Off-Ramp	62.2	57.7	4.5	No	63.5	56.5	7.0	No	62.2	57.6	4.6	No	63.1	56.2	6.9	No
2 . WB: Herndon Avenue Off-Ramp	58.5	58.5	0.0	No	--	--	--	--	58.5	58.5	0.0	No	--	--	--	--
Cumulative (2046)																
1 . EB: Herndon Avenue Off-Ramp	62.0	57.5	4.5	No	62.2	55.5	6.7	No	61.8	57.4	4.4	No	61.9	55.3	6.6	No
2 . WB: Herndon Avenue Off-Ramp	58.3	58.3	0.0	No	--	--	--	--	58.3	58.3	0.0	No	--	--	--	--

Notes:

mi/hr : miles per hour

pc/mi/ln: passenger cars per mile per lane

-- indicates deficient LOS due to high congestion.

13.0 SUMMARY AND CONCLUSIONS

The proposed project will consist of 590 single-family homes on approximately 71.54 acres of the site. The remaining 174.46 acres of the site will be used for future developments. It is anticipated that the project buildout will occur in year 2026. Access to the project will be provided by six full-access driveways: three on Baron Avenue, two on Hammel Avenue, and one on Perrin Avenue.

13.1 VEHICLE MILES TRAVELED ANALYSIS SUMMARY

The project VMT per capita is 26.4 percent higher than the City's VMT per capita threshold. Therefore, based on the TIA Guidelines, the project will have a significant VMT impact. The project will implement applicable mitigation measures in consultation with the City staff. It is estimated that the project could achieve approximately 4.24 percent VMT reduction from various mitigation measures.

13.2 EXISTING CONDITIONS SUMMARY

All study intersections and roadway segments operate at a satisfactory LOS under existing without and with project conditions with the exception of 4 intersections.

13.3 NEAR-TERM (2026) CONDITIONS SUMMARY

All intersections and roadway segments are forecast to operate at a satisfactory LOS under near-term (2026) plus project conditions with the exception of 8 intersections and 3 roadway segments.

13.4 CUMULATIVE (2046) CONDITIONS SUMMARY

All intersections and roadway segments are forecast to operate at a satisfactory LOS under cumulative (2046) plus project conditions with the exception of 14 intersections and 8 roadway segments.

13.5 IMPROVEMENTS SUMMARY

Based on the improvements discussed in Section 9.1, Recommended Improvements, of this report, all intersections and roadway segments are estimated to operate satisfactorily. Several of the improvements are included in the City's DIF program. For the remaining improvements, the project will pay fair share percentages.

13.6 QUEUEING ANALYSIS SUMMARY

The recommended storage lengths have been proposed at intersections based on the availability of right-of-way and 95th percentile back-of-queue lengths at the study intersections. Additionally, a signal timing coordination and optimization has been proposed at the SR-168 Ramps and the adjacent intersection to alleviate LOS and queuing issues at this location.

13.7 SIGHT DISTANCE ANALYSIS SUMMARY

A sight distance analysis was conducted at the project driveways. Based on the sight distance analysis, the proposed project driveways achieve adequate sight distances and have clear sight triangles for the drivers.

13.8 SAFE ROUTES TO SCHOOL ANALYSIS SUMMARY

The project is approximately 2.0 miles from the elementary school and it is estimated that CUSD will provide for student transportation for elementary school students. The project is within the walking boundary of the Granite Ridge Intermediate School and Clovis North High School. The City may want to prioritize installing sidewalks and bike lanes on International Avenue, Behymer Avenue, and Minnewawa Avenue to provide a safe walking/biking route for safer access to these schools.

13.9 FREEWAY QUEUING ANALYSIS SUMMARY

The speed differential between the off-ramp and the mainline is less than 30 mph for all scenarios except for the diverge segment for the off-ramp at the Herndon Avenue Interchange. Since the project has no direct control of implementing improvements at a Caltrans facility, the deficiency at this location would remain significant and unavoidable.

APPENDIX A

SCOPING AGREEMENT



July 1, 2022

Mr. Sean K. Smith
Supervising Civil Engineer
Engineering Division, City of Clovis
1033 Fifth Street
Clovis, California 93612

Subject: Scope of Work for the Tract Map 6343 Project Transportation Impact Analysis (LSA Project No. CIT2201)

Dear Sean:

LSA will be preparing a Transportation Impact Analysis (TIA) for the Tract Map 6343 Project (project) in the City of Clovis (City) in Fresno County (County). The project site is located within the Northwest Urban Center area in the City's General Plan, now known as Heritage Grove. The project site is bounded by East Behymer Avenue to the north, by the Enterprise Canal to the south and the west, and by agricultural fields to the east. The project site is currently vacant. Figure 1 (all figures, tables, and appendices attached) illustrates the regional and project location.

The proposed project would include annexation of 246 acres from Fresno County by the City of Clovis. It would also consist of developing 71.54 acres of this annexation area into a 590-lot single-family residential development. No other development has been proposed for the remaining 174.46-acre annexation area. Any future development occurring within the annexation area would require a separate project-specific analysis. Figure 2 illustrates the tentative subdivision map for the residential development in the project. Access to the project site will be provided via six driveways:

- Three gated ingress and egress driveways along the southern extension of Baron Avenue;
- Two gated ingress and egress driveways along Hammel Avenue, including one along the northern extension of Hammel Avenue; and
- One gated ingress and egress driveway along Perrin Avenue.

All driveways have been considered as full-access driveways for purposes of this analysis. The project will also include an emergency access driveway on Perrin Avenue.

Construction of the proposed project is expected to occur in three phases over a period of 33 months starting in March 2023. The first phase of the project would include development of 136 single-family residential units, the second phase would include development of 213 single-family residential units, while the third phase would include development of 241 single-family residential units. However, for purposes of this analysis, the full build-out of the project has been considered. As such, LSA anticipates that the following scope of work will be required to prepare the TIA for the proposed project.

SCOPE OF WORK

LOCAL TRANSPORTATION ANALYSIS

Study Area Intersections

While Level of Service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, consistency with the City's General Plan goals and policies is still required. Therefore, a Local Transportation Analysis (LTA) will be prepared to satisfy the requirements established by the City of Clovis *Interim Transportation Impact Analysis Guidelines* (TIA Guidelines), dated July 14, 2020, and requirements established by the California Department of Transportation (Caltrans). As such, traffic operations at all study intersections will be analyzed during the weekday a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour period of the highest traffic volume occurring between 7:00 and 9:00 a.m. while the p.m. peak hour is defined as the one hour period of the highest traffic volume occurring between 4:00 and 6:00 p.m. Intersection LOS will be calculated using the *Highway Capacity Manual* 6th Edition (HCM 6) analysis methodologies and by using the Synchro 11 software.

As per the City's TIA guidelines, the extent of the study area should include the following:

- Pedestrian, bicycle, and transit facilities within a half-mile distance from the project site boundary;
- All intersections of major streets that would provide direct access to the project;
- All signalized intersections within one-half mile of the project site boundary where the project would add 50 or more peak hour trips, and signalized intersections beyond one-half mile where the project would add 100 or more peak hour trips; and
- All unsignalized intersections within a half-mile of the project site boundary where the project would add more than 50 peak hour trips.

As such, the TIA will examine the following intersections:

1. Willow Avenue/International Avenue (City of Clovis/City of Fresno);
2. Willow Avenue/Behymer Avenue (City of Clovis/City of Fresno);
3. Willow Avenue/Shepherd Avenue (City of Clovis/City of Fresno);
4. Minnewawa Avenue/International Avenue (City of Clovis);
5. Minnewawa Avenue/Behymer Avenue (City of Clovis);
6. Minnewawa Avenue/Shepherd Avenue (City of Clovis);
7. Clovis Avenue/Behymer Avenue (City of Clovis);
8. Clovis Avenue/Baron Avenue (City of Clovis);
9. Clovis Avenue/Shepherd Avenue (City of Clovis);
10. Clovis Avenue/Teague Avenue (City of Clovis);

11. Clovis Avenue/Nees Avenue (City of Clovis);
12. Clovis Avenue/Alluvial Avenue (City of Clovis);
13. State Route 168 Westbound Ramps/Herndon Avenue (Caltrans);
14. State Route 168 Eastbound Ramps/Herndon Avenue (Caltrans);
15. Clovis Avenue/Herndon Avenue (City of Clovis);
16. Baron Avenue/Behymer Avenue (City of Clovis);
17. Baron Avenue/Perrin Avenue (City of Clovis);
18. Sunnyside Avenue/Shepherd Avenue (City of Clovis);
19. Fowler Avenue/Shepherd Avenue (City of Clovis);
20. Hammel Avenue/Project Driveway 1 (City of Clovis);
21. Hammel Avenue/Project Driveway 2 (City of Clovis);
22. Project Driveway 3/Perrin Avenue (City of Clovis);
23. Baron Avenue/Project Driveway 4 (City of Clovis);
24. Baron Avenue/Project Driveway 5 (City of Clovis); and
25. Baron Avenue/Project Driveway 6 (City of Clovis).

Figure 3 illustrates the study area intersections.

Roadway Segments

In addition to the study area intersections, the TIA will examine traffic operations at the following roadway segments:

1. International Avenue, between Willow Avenue and Minnewawa Avenue (City of Clovis);
2. Behymer Avenue, between Willow Avenue and Minnewawa Avenue (City of Clovis);
3. Behymer Avenue, between Minnewawa Avenue and Clovis Avenue (City of Clovis);
4. Behymer Avenue, between Clovis Avenue and Baron Avenue (City of Clovis);
5. Shepherd Avenue, between Willow Avenue and Minnewawa Avenue (City of Clovis);
6. Shepherd Avenue, between Minnewawa Avenue and Clovis Avenue (City of Clovis);
7. Shepherd Avenue, between Clovis Avenue and Sunnyside Avenue (City of Clovis);
8. Shepherd Avenue, between Sunnyside Avenue and Fowler Avenue (City of Clovis);
9. Herndon Avenue, between State Route 168 Eastbound Ramps and Clovis Avenue (City of Clovis);

10. Willow Avenue, between International Avenue and Behymer Avenue (City of Clovis/City of Fresno);
11. Willow Avenue, between Behymer Avenue and Shepherd Avenue (City of Clovis/City of Fresno);
12. Minnewawa Avenue, between International Avenue and Behymer Avenue (City of Clovis);
13. Minnewawa Avenue, between Behymer Avenue and Shepherd Avenue (City of Clovis);
14. Clovis Avenue, between Behymer Avenue and Perrin Avenue (City of Clovis);
15. Clovis Avenue, between Perrin Avenue and Baron Avenue (City of Clovis);
16. Clovis Avenue, between Baron Avenue and Shepherd Avenue (City of Clovis);
17. Clovis Avenue, between Shepherd Avenue and Teague Avenue (City of Clovis);
18. Clovis Avenue, between Teague Avenue and Nees Avenue (City of Clovis);
19. Clovis Avenue, between Nees Avenue and Alluvial Avenue (City of Clovis); and
20. Clovis Avenue, between Alluvial Avenue and Herndon Avenue (City of Clovis).

As recommended in the City's TIA guidelines, daily traffic operations at roadway segments will be analyzed based on the peak hour level of service volume thresholds obtained from Chapter 5.16, *Transportation and Traffic*, of the City's *General Plan and Development Code Update Draft Program Environmental Impact Report*, dated June 2014.

Project Trip Generation, Trip Distribution, and Trip Assignment

The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Uses 210 - "Single-Family Detached Housing." The project trip generation is summarized in Table A. The project is anticipated to generate 5,564 total daily trips, with 413 trips occurring during the a.m. peak hour and 555 trips occurring during the p.m. peak hour.

The project trip distribution patterns were derived from the select zone model run obtained from the Fresno Council of Governments' (COG's) Activity-Based Model (ABM). The select zone model plot is included in Appendix A. Figure 4 illustrates the project trip distribution. The project trip assignment at the study area intersections is the product of the project trip generation and the corresponding trip distribution percentages. Figure 5 illustrates the project trip assignment at the study area intersections.

Analysis Scenarios

The TIA will be prepared based on consultation with City staff and Caltrans to meet the requirements of both the City and Caltrans. The TIA will examine traffic operations at the study area intersections and roadway segments under the following scenarios:

- Existing Conditions;

- Existing Plus Project Conditions;
- Near-Term Plus Project Conditions;
- Cumulative Year without Project Conditions; and
- Cumulative Year Plus Project Conditions.

Volume Development and Analysis Methodology

Traffic volumes for existing conditions are typically developed using existing count data collected at study area intersections and roadway segments. Despite the ongoing COVID-19 pandemic, LSA anticipates that at present, traffic is operating near or at pre-pandemic levels, and therefore, adjustments to traffic counts will not be required. However, in case City staff requires adjustments to existing traffic counts, appropriate adjustments will be made by obtaining historical counts at study area intersections and roadway segments.

Traffic volumes under near-term plus project conditions will be developed by adding traffic volumes from approved and pending projects located near the study area and project traffic to existing traffic volumes. LSA will contact City staff and adjacent jurisdictions for a list of cumulative projects.

Traffic volumes for cumulative year without project conditions will be developed by using forecast volumes obtained from the Fresno COG ABM. The methodology to develop cumulative year without project traffic volumes at study area intersections and roadway segments will be consistent with the COG's procedures for post-processing of modeled traffic volumes. The resulting intersection and roadway segment LOS will be calculated using the previously discussed methodologies.

Existing and cumulative year plus project traffic volumes will be developed by adding project traffic to the traffic volumes for the corresponding without project scenarios.

Intersection Queuing Analysis

An intersection queuing analysis will be performed at all study intersections. The queuing analysis will be performed using Synchro for signalized intersections and using SimTraffic for unsignalized intersections.

Caltrans Ramp Queuing Analysis

As requested by Caltrans staff, a ramp queuing analysis will be performed at the SR-168/Herndon Avenue interchange to identify potential traffic safety impacts. The evaluation of safety impacts will include a review for speed differential between the exit ramps queue and the mainline of SR-168 during the same peak hour study period. The analysis will be performed as per the Caltrans *Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance*, dated July 2020.

Site Access and Circulation Analysis

A site access and circulation analysis will be conducted as per the criteria stated in the City's TIA guidelines. The following issues will be evaluated as part of this analysis:

- Anticipated queues and minimum required throat depth (MRTD) at all project access locations;
- A sight distance analysis at the project driveways including recommended improvements in cases of unsafe traffic conditions; and
- Safety of potential pedestrian paths of travels from the project site to schools, commercial areas, and nearby bus stops.

Analysis of Traffic Operations and Recommended Circulation Improvements

Levels of service without the project will be compared with levels of service plus the project for all analysis scenarios to determine operational deficiencies based on the LOS standards and operational deficiency criteria as applicable for the City and Caltrans. Furthermore, necessary improvements will be recommended to offset any operational deficiencies. Improvements may include addition of intersection turn lanes, segment lane additions, signalization, etc. The LOS with the proposed improvements will be calculated and summarized, along with a comparison of the LOS without improvements.

Signal Warrant Analysis (if Required)

A signal warrant analysis would be conducted at unsignalized intersections if a signal is recommended as an improvement. Peak hour approach volumes for study intersections will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD).

Fair-Share Contributions (if Required)

A fair share percentage will be calculated for study area intersection and roadway segment improvements recommended in the TIA that are not included in the Measure C program, the City's Development Fee program, or any other funding program. The percentage of fair share for the project will be calculated at each location using the total trips generated by the project divided by the total "new" traffic, which is the net increase in traffic volumes from existing to cumulative year conditions.

PROJECT VEHICLE MILES TRAVELED ANALYSIS

The TIA will include a Vehicle Miles Traveled (VMT) analysis to meet CEQA requirements. The project VMT analysis will be prepared consistent with the City's TIA Guidelines. As per the City's TIA Guidelines, the project cannot be considered as a small project given that the project exceeds 53 dwelling units. Therefore, a full VMT analysis will be required for the project. For purposes of this analysis, the project-generated VMT per capita will be obtained from the Fresno COG ABM. As per the City's TIA Guidelines, a significant project-generated VMT impact would occur if the project's VMT per capita exceeds a level of 13 percent below the existing County average VMT per capita provided in the guidelines. In case of a significant VMT impact, appropriate mitigation measures will be recommended based on discussion with City staff.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at Ambarish.Mukherjee@lsa.net.

Sincerely,

LSA ASSOCIATES, INC.



Ambarish Mukherjee, AICP, PE
Principal

ATTACHMENTS

- Table A: Project Trip Generation
- Figure 1: Regional and Project Location
- Figure 2: Tentative Subdivision Map
- Figure 3: Study Area Intersections
- Figure 4: Project Trip Distribution
- Figure 5: Project Trip Assignment
- Appendix A: Fresno COG ABM Select Zone Model Plots

TABLES

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Single-Family Detached Housing	590 DU							
Trips/Unit ¹		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation		106	307	413	348	207	555	5,564

Notes:

DU = Dwelling Units

¹ Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

FIGURES

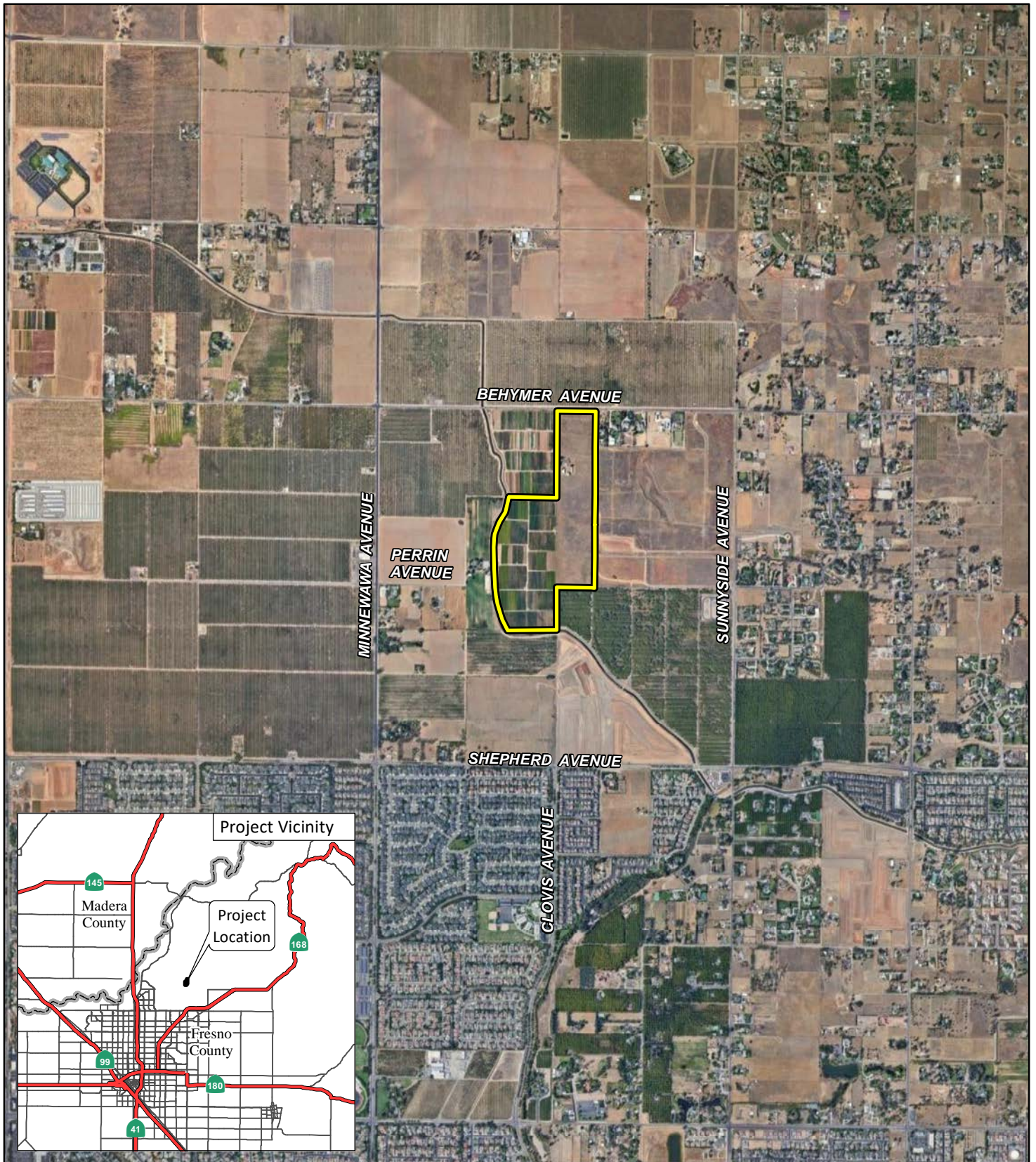


FIGURE 1

LSA

LEGEND

 Project Location



0 1000 2000
FEET

SOURCE: Google Earth (2018)

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Tract Map 6343 Project
Transportation Impact Analysis
Regional and Project Location

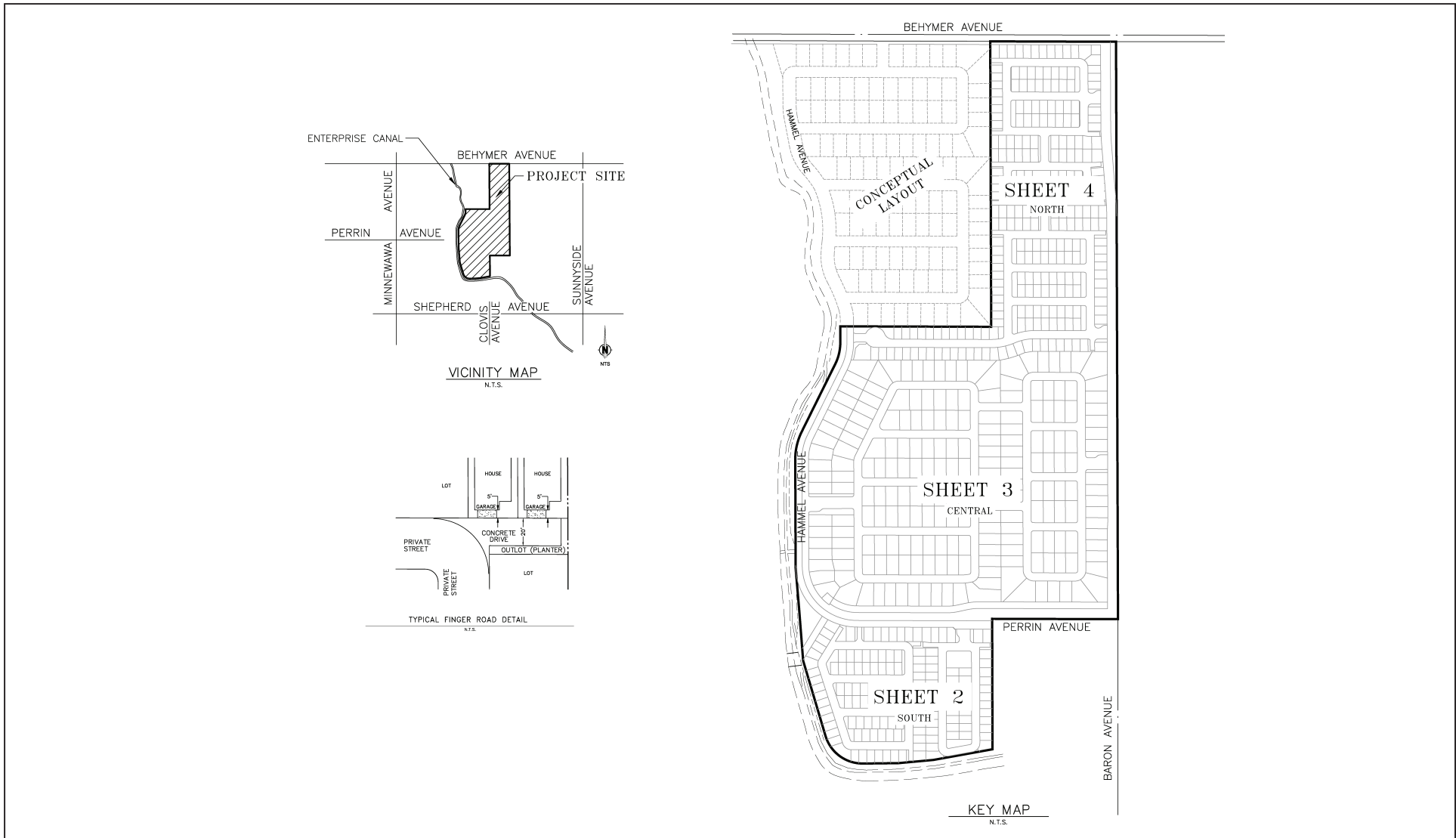


FIGURE 2

LSA



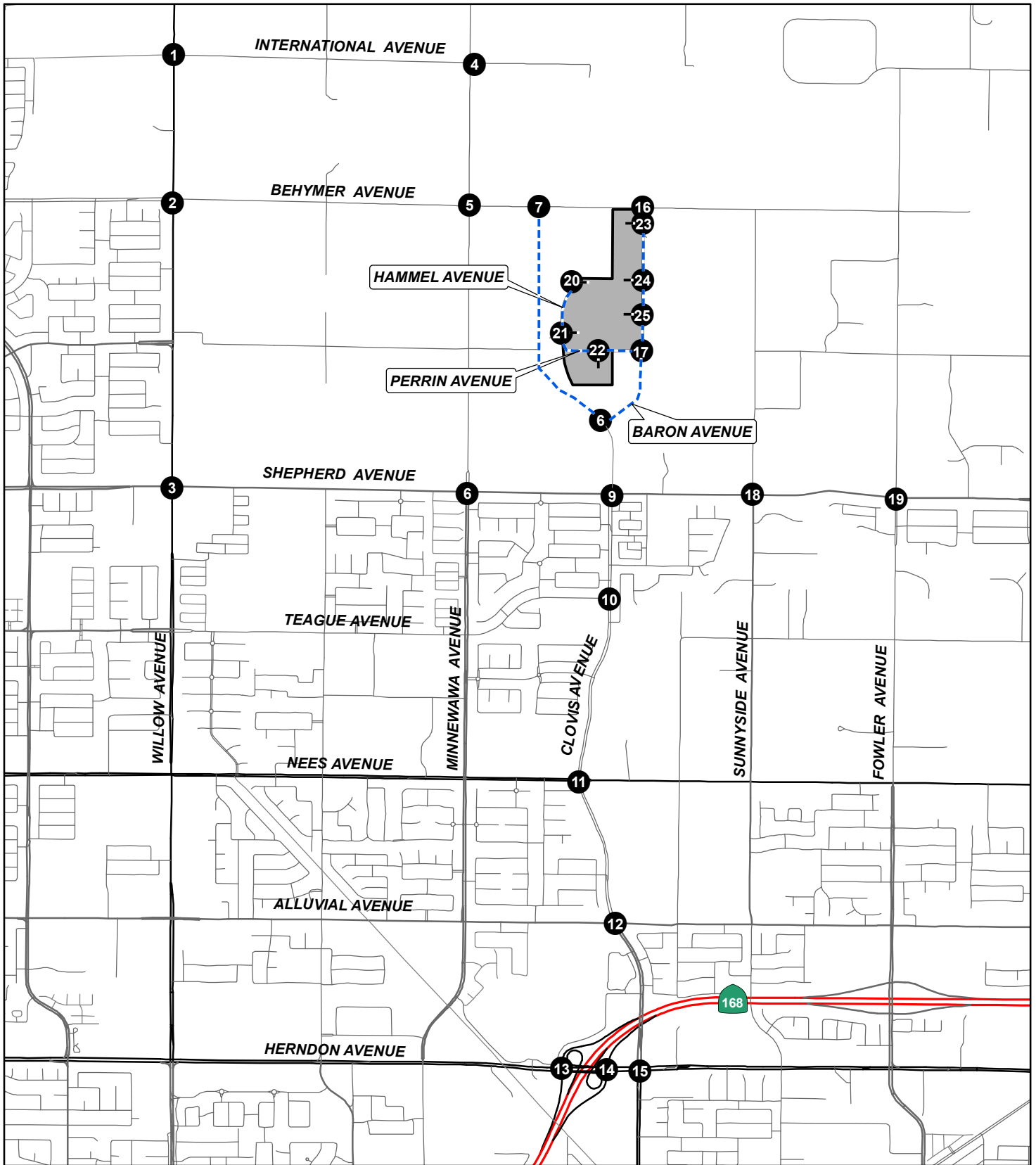
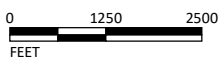


FIGURE 3

LSA

LEGEND

- Project Location
- Study Intersection
- Future Roadway
- Project Driveway



SOURCE: ESRI Streetmap (2013)

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Tract Map 6343 Project
Transportation Impact Analysis
Study Area Intersections

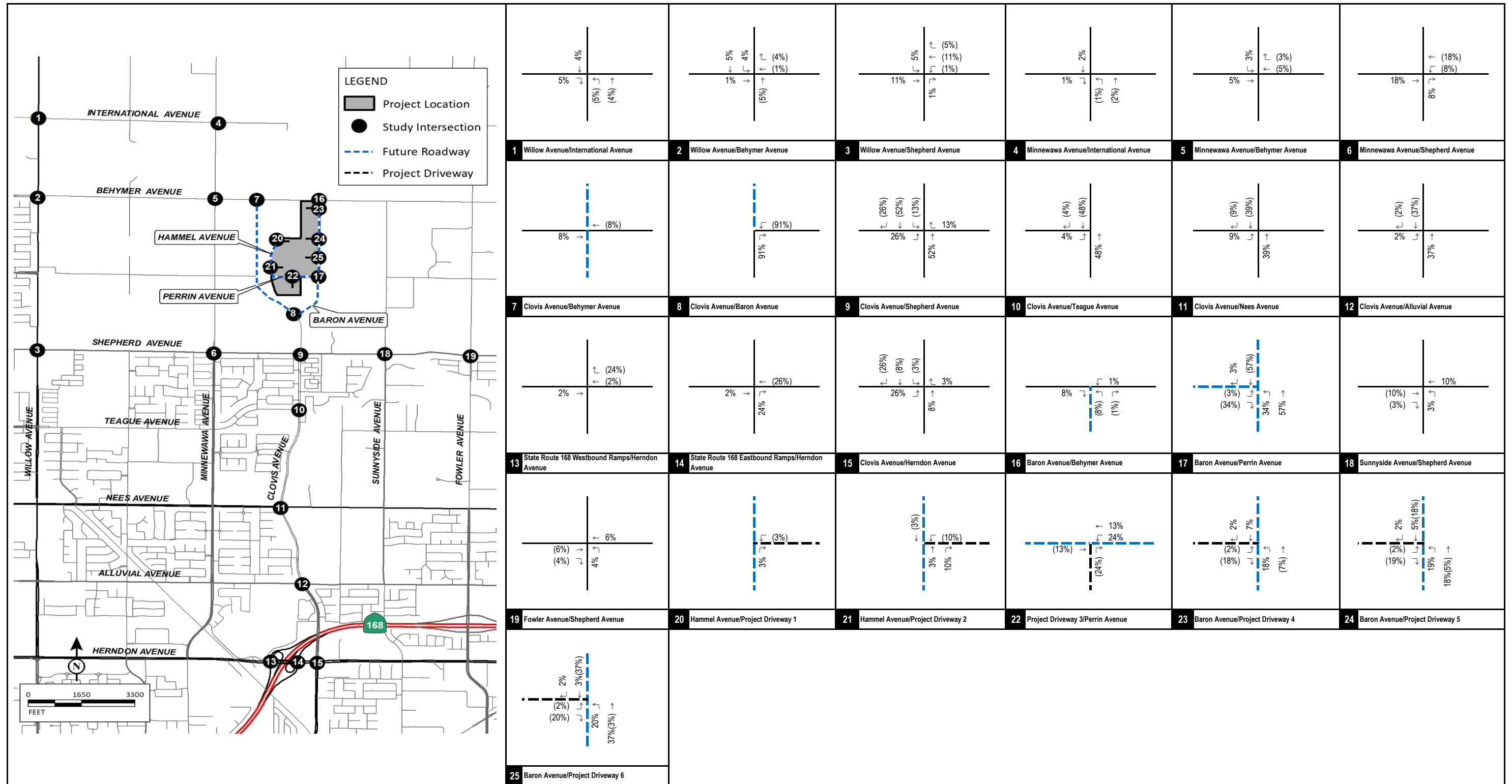
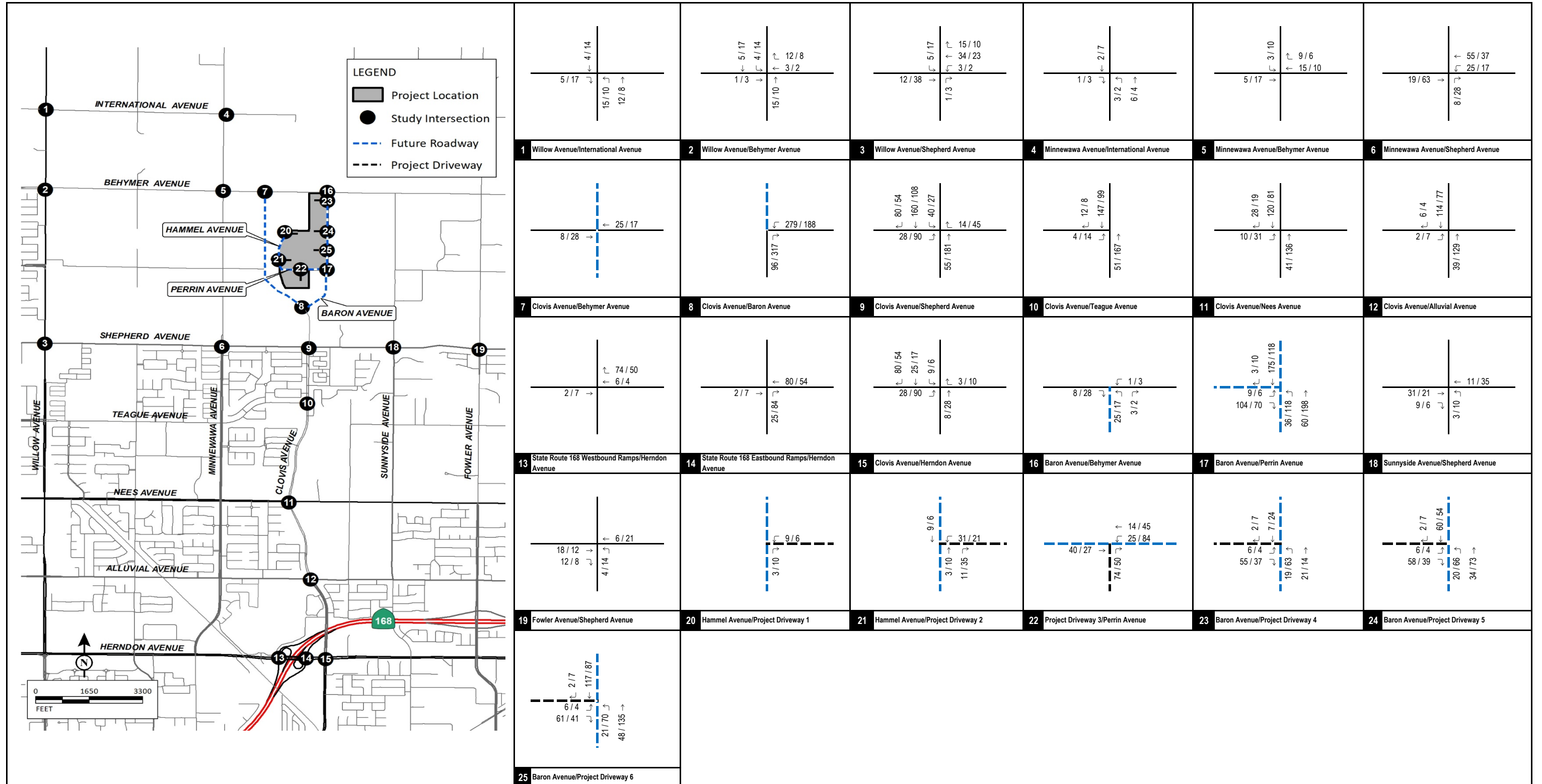


FIGURE 4



XX% (YY%)
 Inbound (Outbound) Distribution
 --- Future Roadway
 --- Project Driveway

Tract Map 6343 Project
 Transportation Impact Analysis
 Project Trip Distribution



LSA

FIGURE 5

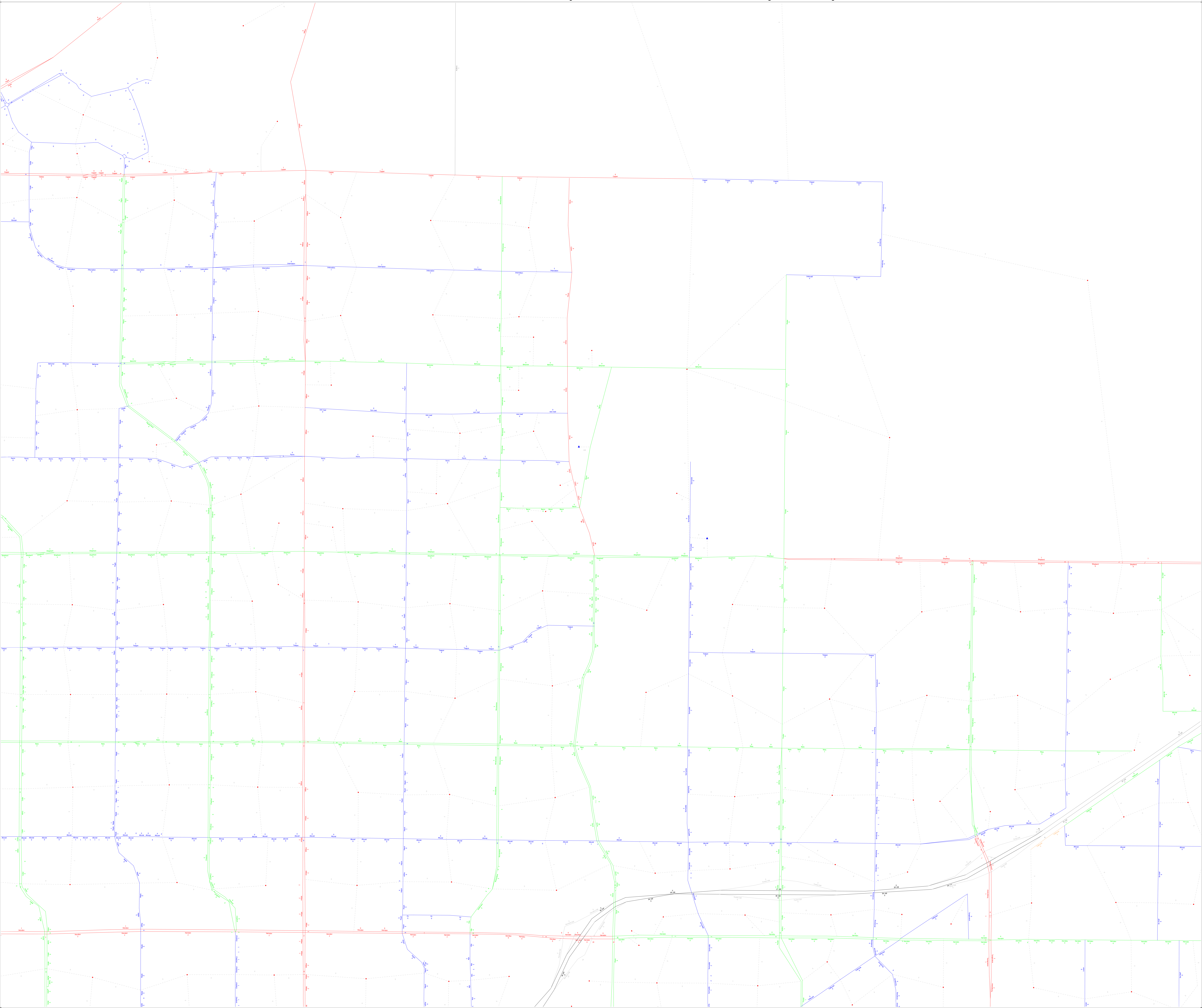
XXX / YYY
 AM / PM Peak Hour Traffic Volumes
 --- Future Roadway
 --- Project Driveway

Tract Map 6343 Project
 Transportation Impact Analysis
 Project Trip Assignment

APPENDIX A

FRESNO COG ABM SELECT ZONE MODEL PLOTS

Fresno COG 2035 Travel Model - PM peak hour Select Zone Distribution (Tract 6205)



APPENDIX B

VMT CALCULATION WORKSHEETS

Appendix B

VMT Calculations Worksheet

Total project households	590
Total project population (a)	2025
Percent Population traveling to outside (b) *	7.79%
Project Population traveling to outside (c=b*a)	158
Total Internal-Internal (II) Project VMT (d) **	30,217
Internal project population (e=a-c)	1,867.21
II VMT per capita (f=d/e)	16.18
IX VMT per capita (g) ***	20.2
Total IX VMT (h=g*c)	3,187
Total project VMT (i=d+h)	33,404
VMT per capita (j=i/a)	16.5
VMT adjustment factor for new base model (k)	1.08
Adjusted project VMT per capita (l = k*j)	17.8

* : Obtained from "Fresno_worker_ixxifractions.dat" from model inputs. Used same percentages/values as the

** : Includes all tours and all sub-tours from the ABM model run for VMT estimation

*** : IX VMT per capita was estimated as average for all TAZs in the CSTDM Zone 2569

APPENDIX C

TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

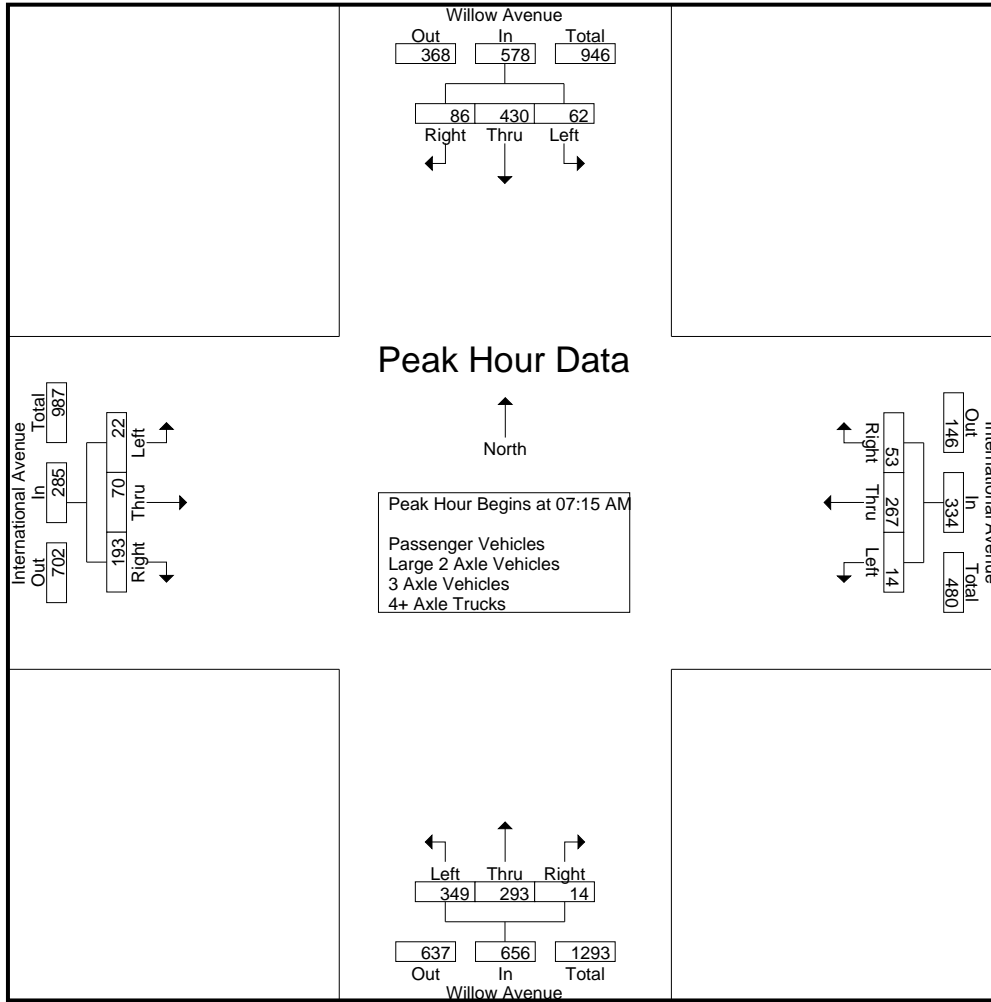
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	53	5	60	0	24	3	27	21	48	2	71	1	9	15	25	183
07:15 AM	3	62	6	71	1	48	15	64	58	52	1	111	3	6	21	30	276
07:30 AM	10	107	11	128	3	75	17	95	91	71	0	162	2	17	48	67	452
07:45 AM	27	130	42	199	4	95	17	116	117	97	4	218	6	18	55	79	612
Total	42	352	64	458	8	242	52	302	287	268	7	562	12	50	139	201	1523
08:00 AM	22	131	27	180	6	49	4	59	83	73	9	165	11	29	69	109	513
08:15 AM	2	60	8	70	3	9	3	15	19	55	7	81	2	5	24	31	197
08:30 AM	1	46	1	48	0	6	3	9	19	50	3	72	1	5	13	19	148
08:45 AM	3	47	1	51	1	5	1	7	14	55	4	73	2	5	16	23	154
Total	28	284	37	349	10	69	11	90	135	233	23	391	16	44	122	182	1012
Grand Total	70	636	101	807	18	311	63	392	422	501	30	953	28	94	261	383	2535
Apprch %	8.7	78.8	12.5		4.6	79.3	16.1		44.3	52.6	3.1		7.3	24.5	68.1		
Total %	2.8	25.1	4	31.8	0.7	12.3	2.5	15.5	16.6	19.8	1.2	37.6	1.1	3.7	10.3	15.1	
Passenger Vehicles	64	619	101	784	17	308	57	382	419	477	29	925	27	94	257	378	2469
% Passenger Vehicles	91.4	97.3	100	97.1	94.4	99	90.5	97.4	99.3	95.2	96.7	97.1	96.4	100	98.5	98.7	97.4
Large 2 Axle Vehicles	6	12	0	18	0	3	6	9	3	12	0	15	1	0	4	5	47
% Large 2 Axle Vehicles	8.6	1.9	0	2.2	0	1	9.5	2.3	0.7	2.4	0	1.6	3.6	0	1.5	1.3	1.9
3 Axle Vehicles	0	3	0	3	1	0	0	1	0	7	1	8	0	0	0	0	12
% 3 Axle Vehicles	0	0.5	0	0.4	5.6	0	0	0.3	0	1.4	3.3	0.8	0	0	0	0	0.5
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
% 4+ Axle Trucks	0	0.3	0	0.2	0	0	0	0	0	1	0	0.5	0	0	0	0	0.3

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	62	6	71	1	48	15	64	58	52	1	111	3	6	21	30	276
07:30 AM	10	107	11	128	3	75	17	95	91	71	0	162	2	17	48	67	452
07:45 AM	27	130	42	199	4	95	17	116	117	97	4	218	6	18	55	79	612
08:00 AM	22	131	27	180	6	49	4	59	83	73	9	165	11	29	69	109	513
Total Volume	62	430	86	578	14	267	53	334	349	293	14	656	22	70	193	285	1853
% App. Total	10.7	74.4	14.9		4.2	79.9	15.9		53.2	44.7	2.1		7.7	24.6	67.7		
PHF	.574	.821	.512	.726	.583	.703	.779	.720	.746	.755	.389	.752	.500	.603	.699	.654	.757

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	3	62	6	71	1	48	15	64	58	52	1	111	2	17	48	67
+15 mins.	10	107	11	128	3	75	17	95	91	71	0	162	6	18	55	79
+30 mins.	27	130	42	199	4	95	17	116	117	97	4	218	11	29	69	109
+45 mins.	22	131	27	180	6	49	4	59	83	73	9	165	2	5	24	31
Total Volume	62	430	86	578	14	267	53	334	349	293	14	656	21	69	196	286
% App. Total	10.7	74.4	14.9		4.2	79.9	15.9		53.2	44.7	2.1		7.3	24.1	68.5	
PHF	.574	.821	.512	.726	.583	.703	.779	.720	.746	.755	.389	.752	.477	.595	.710	.656

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

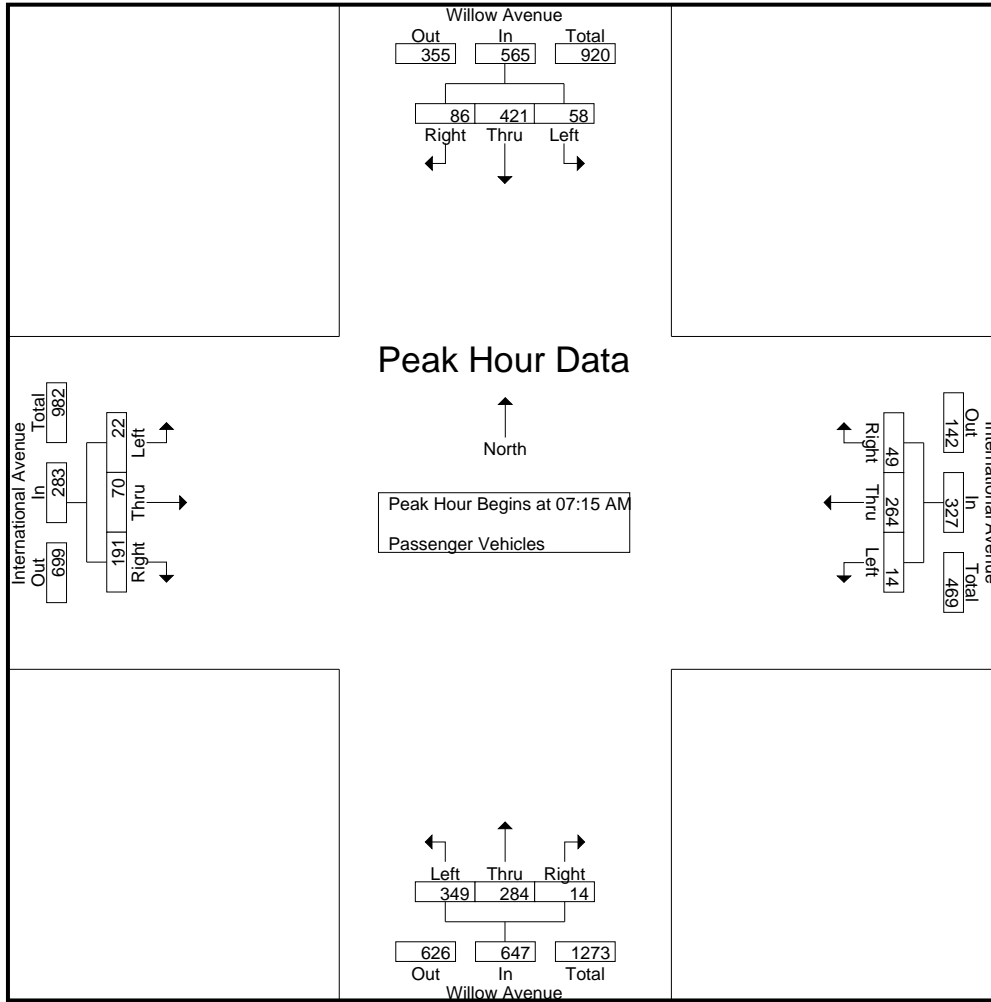
Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	49	5	55	0	24	3	27	20	45	2	67	1	9	15	25	174
07:15 AM	0	58	6	64	1	45	12	58	58	50	1	109	3	6	20	29	260
07:30 AM	9	107	11	127	3	75	17	95	91	66	0	157	2	17	48	67	446
07:45 AM	27	129	42	198	4	95	17	116	117	96	4	217	6	18	55	79	610
Total	37	343	64	444	8	239	49	296	286	257	7	550	12	50	138	200	1490
08:00 AM	22	127	27	176	6	49	3	58	83	72	9	164	11	29	68	108	506
08:15 AM	2	59	8	69	3	9	2	14	17	47	7	71	1	5	24	30	184
08:30 AM	1	44	1	46	0	6	2	8	19	47	2	68	1	5	13	19	141
08:45 AM	2	46	1	49	0	5	1	6	14	54	4	72	2	5	14	21	148
Total	27	276	37	340	9	69	8	86	133	220	22	375	15	44	119	178	979
Grand Total	64	619	101	784	17	308	57	382	419	477	29	925	27	94	257	378	2469
Apprch %	8.2	79	12.9		4.5	80.6	14.9		45.3	51.6	3.1		7.1	24.9	68		
Total %	2.6	25.1	4.1	31.8	0.7	12.5	2.3	15.5	17	19.3	1.2	37.5	1.1	3.8	10.4	15.3	

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	58	6	64	1	45	12	58	58	50	1	109	3	6	20	29	260
07:30 AM	9	107	11	127	3	75	17	95	91	66	0	157	2	17	48	67	446
07:45 AM	27	129	42	198	4	95	17	116	117	96	4	217	6	18	55	79	610
08:00 AM	22	127	27	176	6	49	3	58	83	72	9	164	11	29	68	108	506
Total Volume	58	421	86	565	14	264	49	327	349	284	14	647	22	70	191	283	1822
% App. Total	10.3	74.5	15.2		4.3	80.7	15		53.9	43.9	2.2		7.8	24.7	67.5		
PHF	.537	.816	.512	.713	.583	.695	.721	.705	.746	.740	.389	.745	.500	.603	.702	.655	.747

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	58	6	64	1	45	12	58	58	50	1	109	3	6	20	29
+15 mins.	9	107	11	127	3	75	17	95	91	66	0	157	2	17	48	67
+30 mins.	27	129	42	198	4	95	17	116	117	96	4	217	6	18	55	79
+45 mins.	22	127	27	176	6	49	3	58	83	72	9	164	11	29	68	108
Total Volume	58	421	86	565	14	264	49	327	349	284	14	647	22	70	191	283
% App. Total	10.3	74.5	15.2		4.3	80.7	15		53.9	43.9	2.2		7.8	24.7	67.5	
PHF	.537	.816	.512	.713	.583	.695	.721	.705	.746	.740	.389	.745	.500	.603	.702	.655

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	3	0	4	0	0	0	0	1	2	0	3	0	0	0	0	7
07:15 AM	3	4	0	7	0	3	3	6	0	2	0	2	0	0	1	1	16
07:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	5	7	0	12	0	3	3	6	1	8	0	9	0	0	1	1	28
08:00 AM	0	4	0	4	0	0	1	1	0	0	0	0	0	0	1	1	6
08:15 AM	0	1	0	1	0	0	1	1	2	3	0	5	1	0	0	1	8
08:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
Total	1	5	0	6	0	0	3	3	2	4	0	6	1	0	3	4	19
Grand Total	6	12	0	18	0	3	6	9	3	12	0	15	1	0	4	5	47
Apprch %	33.3	66.7	0		0	33.3	66.7		20	80	0		20	0	80		
Total %	12.8	25.5	0	38.3	0	6.4	12.8	19.1	6.4	25.5	0	31.9	2.1	0	8.5	10.6	

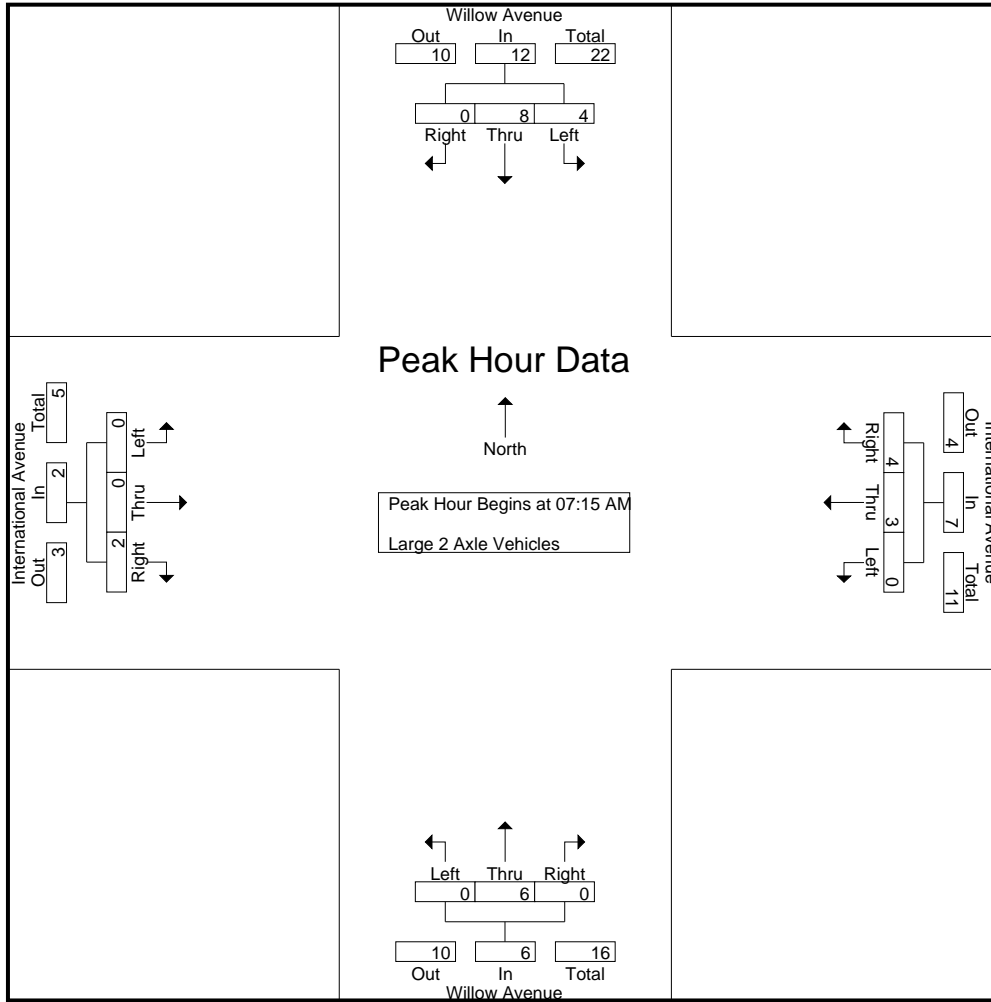
Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	3	4	0	7	0	3	3	6	0	2	0	2	0	0	1	1	16
07:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	4	0	4	0	0	1	1	0	0	0	0	0	0	1	1	6
Total Volume	4	8	0	12	0	3	4	7	0	6	0	6	0	0	2	2	27
% App. Total	33.3	66.7	0		0	42.9	57.1		0	100	0		0	0	100		
PHF	.333	.500	.000	.429	.000	.250	.333	.292	.000	.500	.000	.500	.000	.000	.500	.500	.422

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	4	0	7	0	3	3	6	0	2	0	2	0	0	1	1
+15 mins.	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	4	0	4	0	0	1	1	0	0	0	0	0	0	1	1
Total Volume	4	8	0	12	0	3	4	7	0	6	0	6	0	0	2	2
% App. Total	33.3	66.7	0		0	42.9	57.1		0	100	0		0	0	100	
PHF	.333	.500	.000	.429	.000	.250	.333	.292	.000	.500	.000	.500	.000	.000	.500	.500

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:30 AM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
08:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	1	0	0	1	0	6	1	7	0	0	0	0	10
Grand Total	0	3	0	3	1	0	0	1	0	7	1	8	0	0	0	0	12
Apprch %	0	100	0		100	0	0		0	87.5	12.5		0	0	0		
Total %	0	25	0	25	8.3	0	0	8.3	0	58.3	8.3	66.7	0	0	0	0	

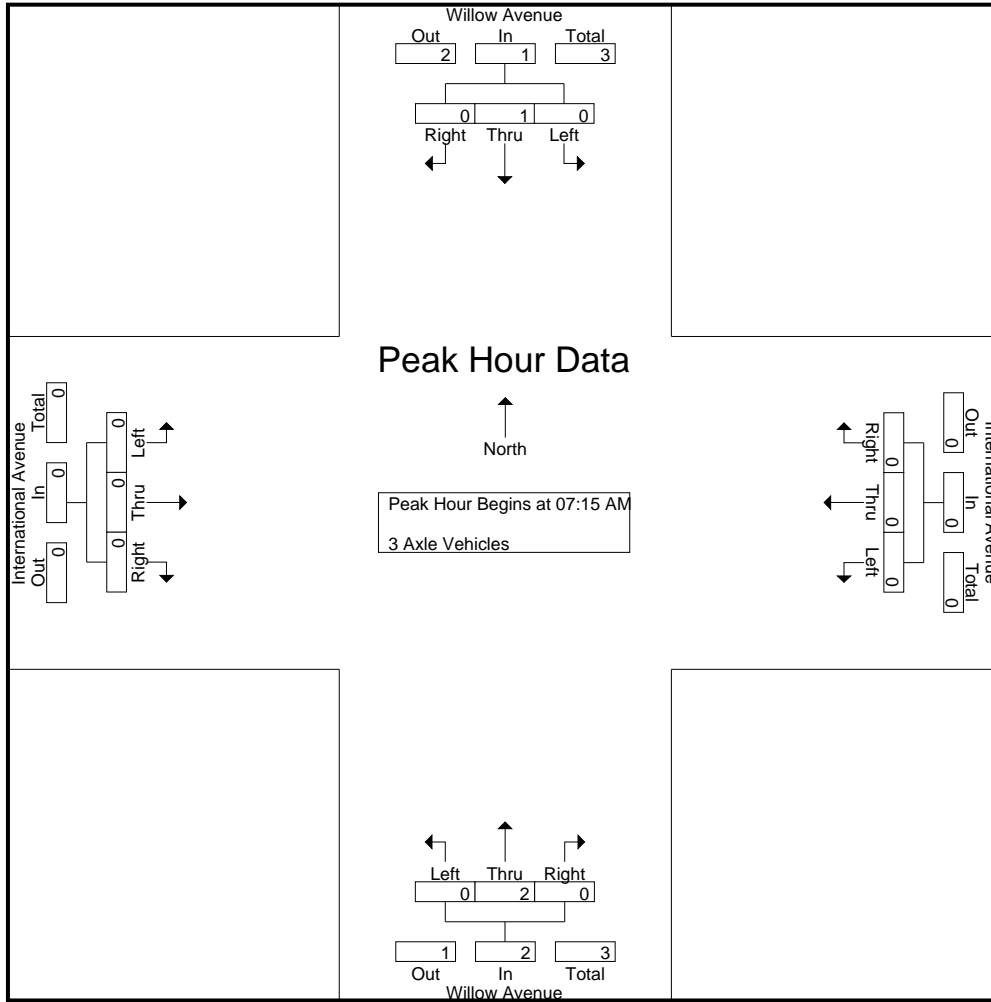
Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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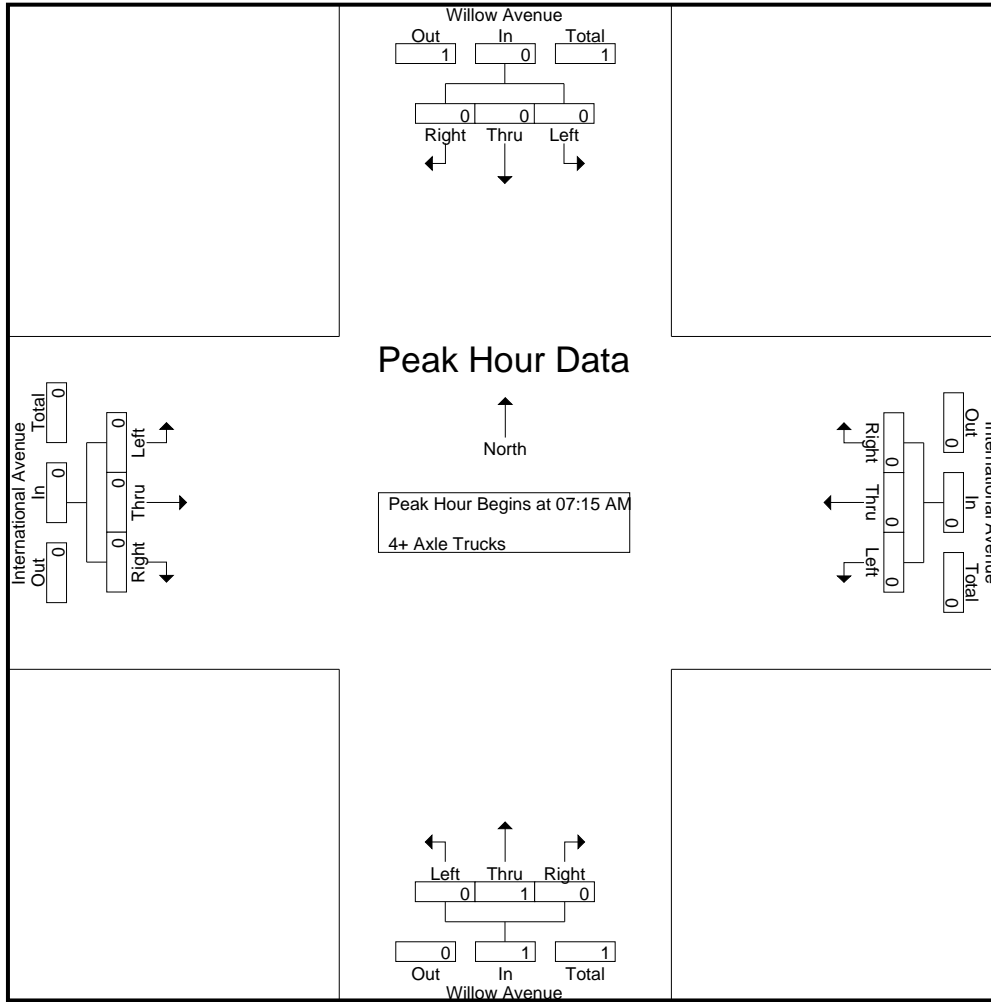
Groups Printed- 4+ Axle Trucks

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Grand Total	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	28.6	0	28.6	0	0	0	0	0	71.4	0	71.4	0	0	0	0	

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

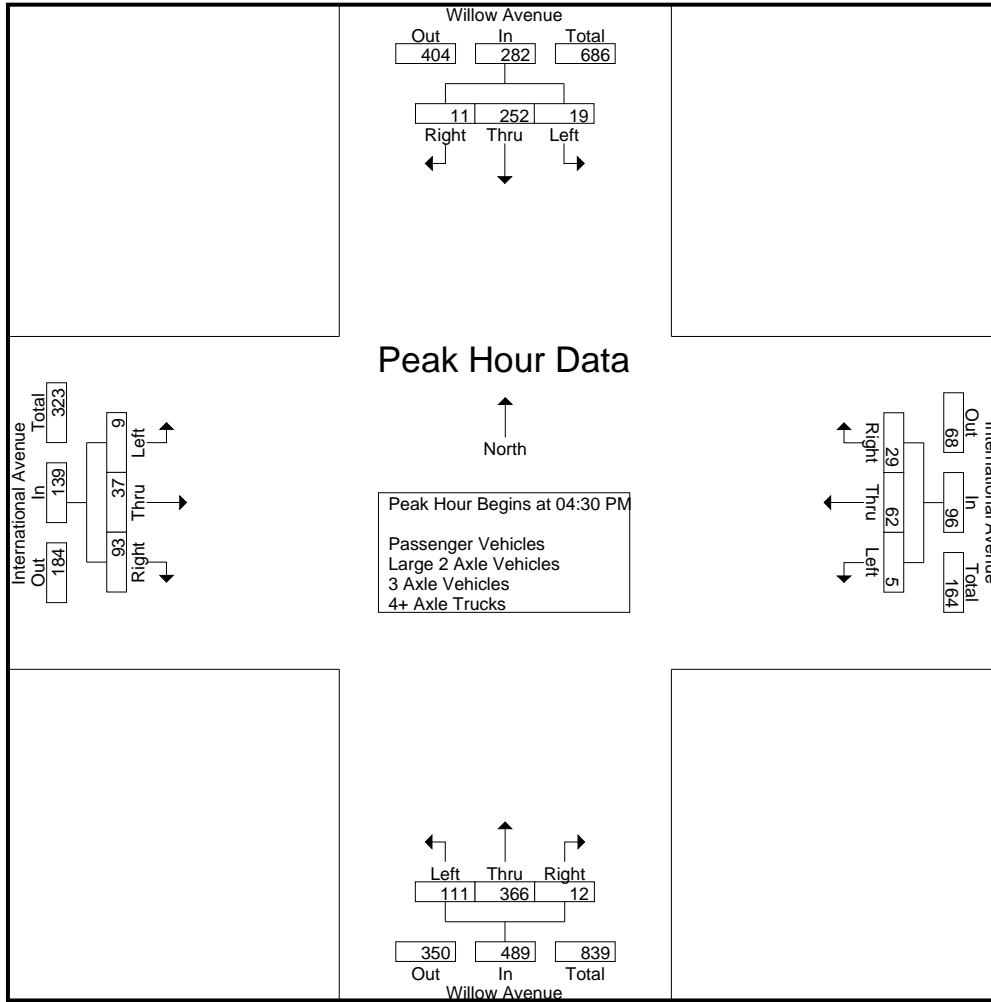
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	72	7	81	0	8	2	10	22	81	1	104	4	12	24	40	235
04:15 PM	4	78	3	85	2	11	4	17	13	62	1	76	1	14	24	39	217
04:30 PM	5	51	5	61	0	18	8	26	33	90	4	127	1	8	12	21	235
04:45 PM	13	79	3	95	1	15	11	27	28	84	1	113	2	9	24	35	270
Total	24	280	18	322	3	52	25	80	96	317	7	420	8	43	84	135	957
05:00 PM	1	60	2	63	2	17	4	23	21	69	3	93	5	5	33	43	222
05:15 PM	0	62	1	63	2	12	6	20	29	123	4	156	1	15	24	40	279
05:30 PM	3	55	1	59	5	6	10	21	17	84	5	106	1	4	14	19	205
05:45 PM	7	68	1	76	0	10	4	14	14	89	2	105	0	6	17	23	218
Total	11	245	5	261	9	45	24	78	81	365	14	460	7	30	88	125	924
Grand Total	35	525	23	583	12	97	49	158	177	682	21	880	15	73	172	260	1881
Apprch %	6	90.1	3.9		7.6	61.4	31		20.1	77.5	2.4		5.8	28.1	66.2		
Total %	1.9	27.9	1.2	31	0.6	5.2	2.6	8.4	9.4	36.3	1.1	46.8	0.8	3.9	9.1	13.8	
Passenger Vehicles	34	521	22	577	12	94	49	155	177	682	21	880	15	72	167	254	1866
% Passenger Vehicles	97.1	99.2	95.7	99	100	96.9	100	98.1	100	100	100	100	100	98.6	97.1	97.7	99.2
Large 2 Axle Vehicles	0	3	1	4	0	3	0	3	0	0	0	0	0	1	5	6	13
% Large 2 Axle Vehicles	0	0.6	4.3	0.7	0	3.1	0	1.9	0	0	0	0	0	1.4	2.9	2.3	0.7
3 Axle Vehicles	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	2.9	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	51	5	61	0	18	8	26	33	90	4	127	1	8	12	21	235
04:45 PM	13	79	3	95	1	15	11	27	28	84	1	113	2	9	24	35	270
05:00 PM	1	60	2	63	2	17	4	23	21	69	3	93	5	5	33	43	222
05:15 PM	0	62	1	63	2	12	6	20	29	123	4	156	1	15	24	40	279
Total Volume	19	252	11	282	5	62	29	96	111	366	12	489	9	37	93	139	1006
% App. Total	6.7	89.4	3.9		5.2	64.6	30.2		22.7	74.8	2.5		6.5	26.6	66.9		
PHF	.365	.797	.550	.742	.625	.861	.659	.889	.841	.744	.750	.784	.450	.617	.705	.808	.901

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	72	7	81	0	18	8	26	33	90	4	127	1	8	12	21
+15 mins.	4	78	3	85	1	15	11	27	28	84	1	113	2	9	24	35
+30 mins.	5	51	5	61	2	17	4	23	21	69	3	93	5	5	33	43
+45 mins.	13	79	3	95	2	12	6	20	29	123	4	156	1	15	24	40
Total Volume	24	280	18	322	5	62	29	96	111	366	12	489	9	37	93	139
% App. Total	7.5	87	5.6		5.2	64.6	30.2		22.7	74.8	2.5		6.5	26.6	66.9	
PHF	.462	.886	.643	.847	.625	.861	.659	.889	.841	.744	.750	.784	.450	.617	.705	.808

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	70	7	79	0	8	2	10	22	81	1	104	4	11	24	39	232
04:15 PM	3	77	3	83	2	11	4	17	13	62	1	76	1	14	23	38	214
04:30 PM	5	50	4	59	0	18	8	26	33	90	4	127	1	8	12	21	233
04:45 PM	13	79	3	95	1	15	11	27	28	84	1	113	2	9	24	35	270
Total	23	276	17	316	3	52	25	80	96	317	7	420	8	42	83	133	949
05:00 PM	1	60	2	63	2	16	4	22	21	69	3	93	5	5	32	42	220
05:15 PM	0	62	1	63	2	11	6	19	29	123	4	156	1	15	22	38	276
05:30 PM	3	55	1	59	5	6	10	21	17	84	5	106	1	4	14	19	205
05:45 PM	7	68	1	76	0	9	4	13	14	89	2	105	0	6	16	22	216
Total	11	245	5	261	9	42	24	75	81	365	14	460	7	30	84	121	917
Grand Total	34	521	22	577	12	94	49	155	177	682	21	880	15	72	167	254	1866
Apprch %	5.9	90.3	3.8		7.7	60.6	31.6		20.1	77.5	2.4		5.9	28.3	65.7		
Total %	1.8	27.9	1.2	30.9	0.6	5	2.6	8.3	9.5	36.5	1.1	47.2	0.8	3.9	8.9	13.6	

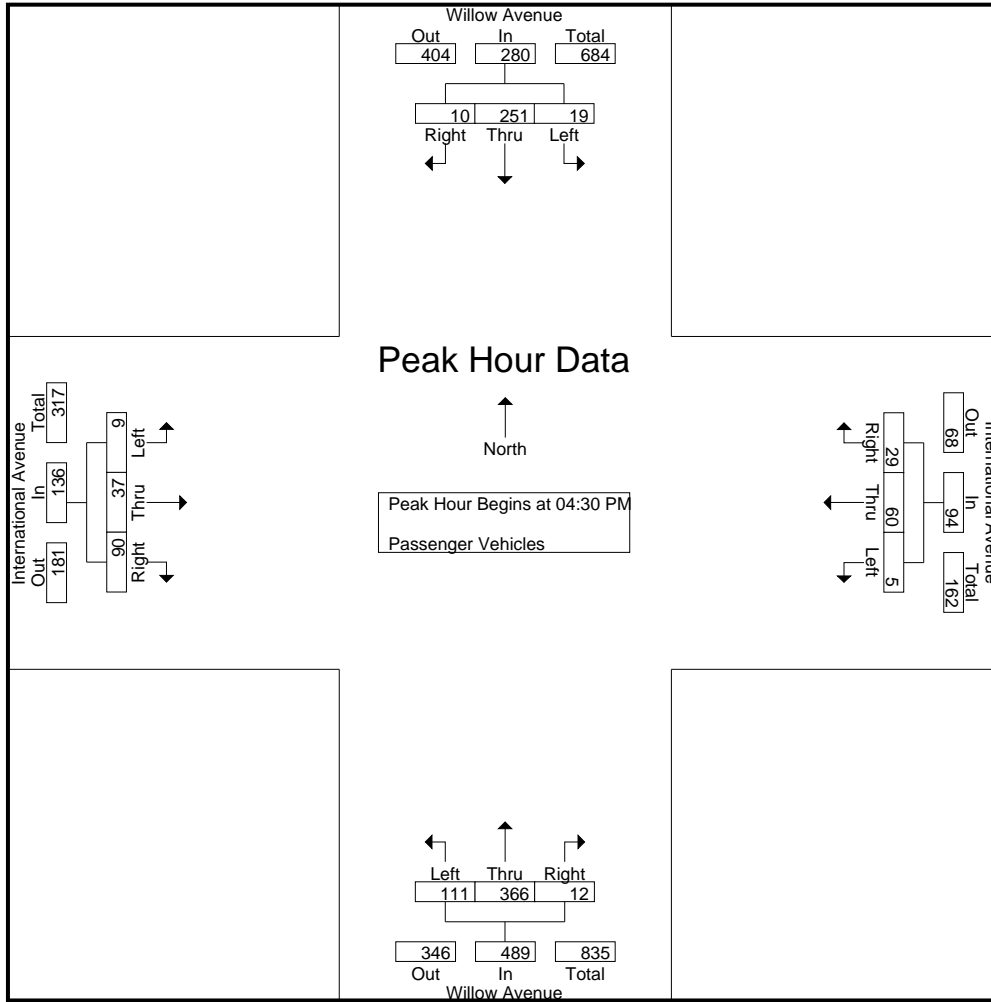
Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	5	50	4	59	0	18	8	26	33	90	4	127	1	8	12	21	233
04:45 PM	13	79	3	95	1	15	11	27	28	84	1	113	2	9	24	35	270
05:00 PM	1	60	2	63	2	16	4	22	21	69	3	93	5	5	32	42	220
05:15 PM	0	62	1	63	2	11	6	19	29	123	4	156	1	15	22	38	276
Total Volume	19	251	10	280	5	60	29	94	111	366	12	489	9	37	90	136	999
% App. Total	6.8	89.6	3.6		5.3	63.8	30.9		22.7	74.8	2.5		6.6	27.2	66.2		
PHF	.365	.794	.625	.737	.625	.833	.659	.870	.841	.744	.750	.784	.450	.617	.703	.810	.905

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	5	50	4	59	0	18	8	26	33	90	4	127	1	8	12	21
+15 mins.	13	79	3	95	1	15	11	27	28	84	1	113	2	9	24	35
+30 mins.	1	60	2	63	2	16	4	22	21	69	3	93	5	5	32	42
+45 mins.	0	62	1	63	2	11	6	19	29	123	4	156	1	15	22	38
Total Volume	19	251	10	280	5	60	29	94	111	366	12	489	9	37	90	136
% App. Total	6.8	89.6	3.6		5.3	63.8	30.9		22.7	74.8	2.5		6.6	27.2	66.2	
PHF	.365	.794	.625	.737	.625	.833	.659	.870	.841	.744	.750	.784	.450	.617	.703	.810

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	4	0	0	0	0	0	0	0	0	0	1	1	2	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	4	4	7
Grand Total	0	3	1	4	0	3	0	3	0	0	0	0	0	1	5	6	13
Apprch %	0	75	25		0	100	0		0	0	0		0	16.7	83.3		
Total %	0	23.1	7.7	30.8	0	23.1	0	23.1	0	0	0	0	0	7.7	38.5	46.2	

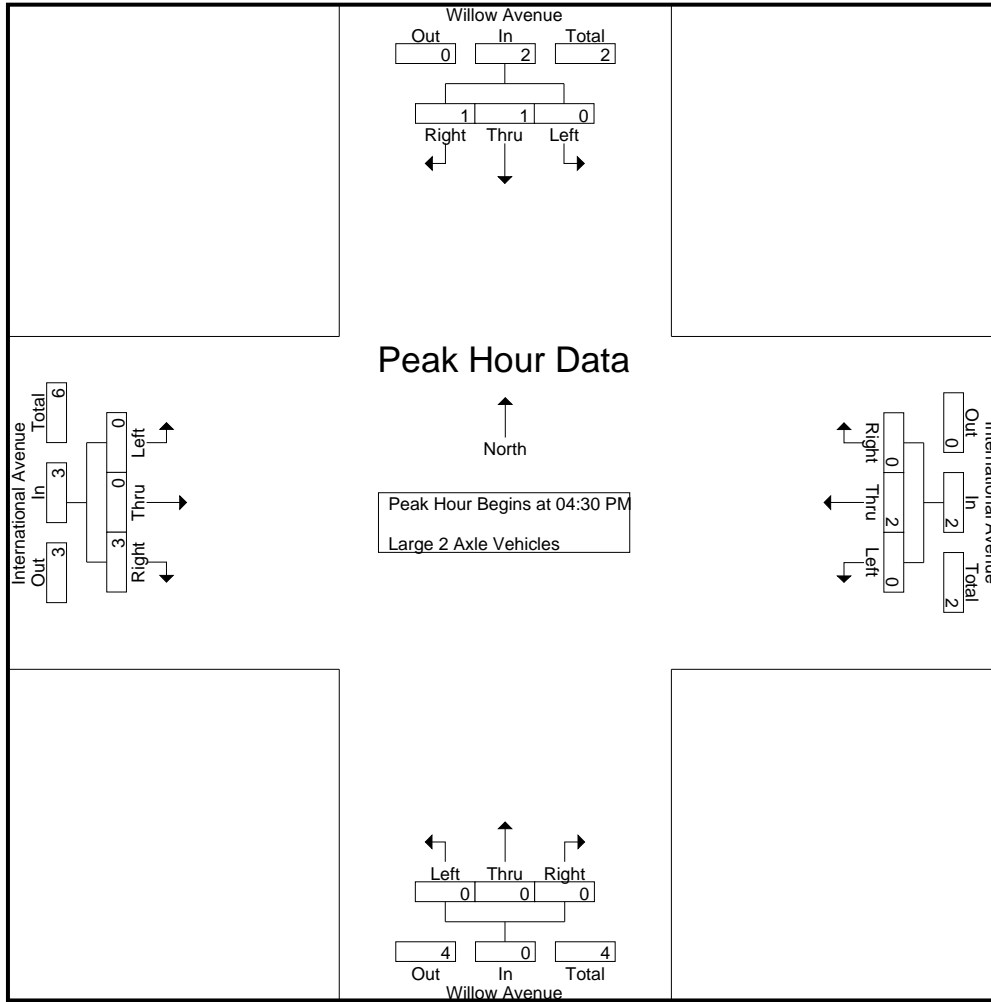
Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
Total Volume	0	1	1	2	0	2	0	2	0	0	0	0	0	0	3	3	7
% App. Total	0	50	50		0	100	0		0	0	0		0	0	100		
PHF	.000	.250	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.375	.375	.583

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
Total Volume	0	1	1	2	0	2	0	2	0	0	0	0	0	0	3	3
% App. Total	0	50	50		0	100	0		0	0	0		0	0	100	
PHF	.000	.250	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.375	.375

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

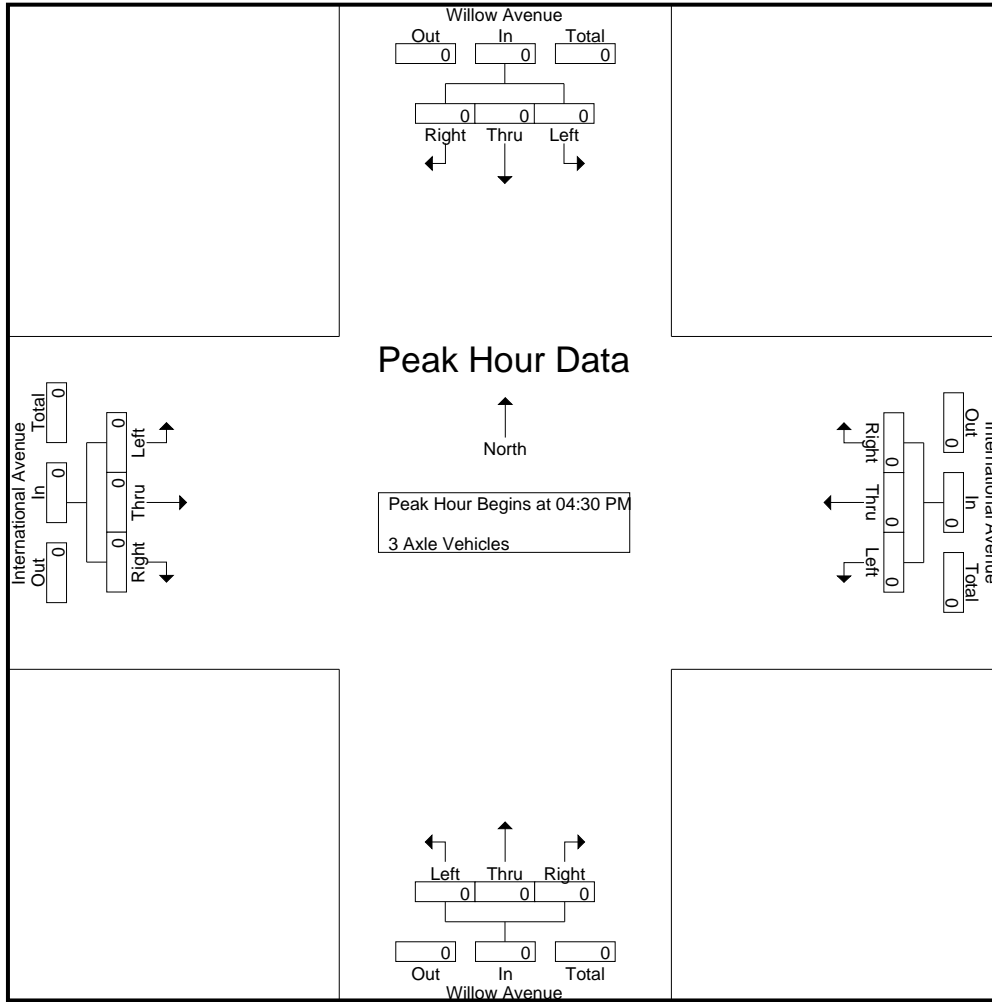
Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0		0	0	0		0	0	0		

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

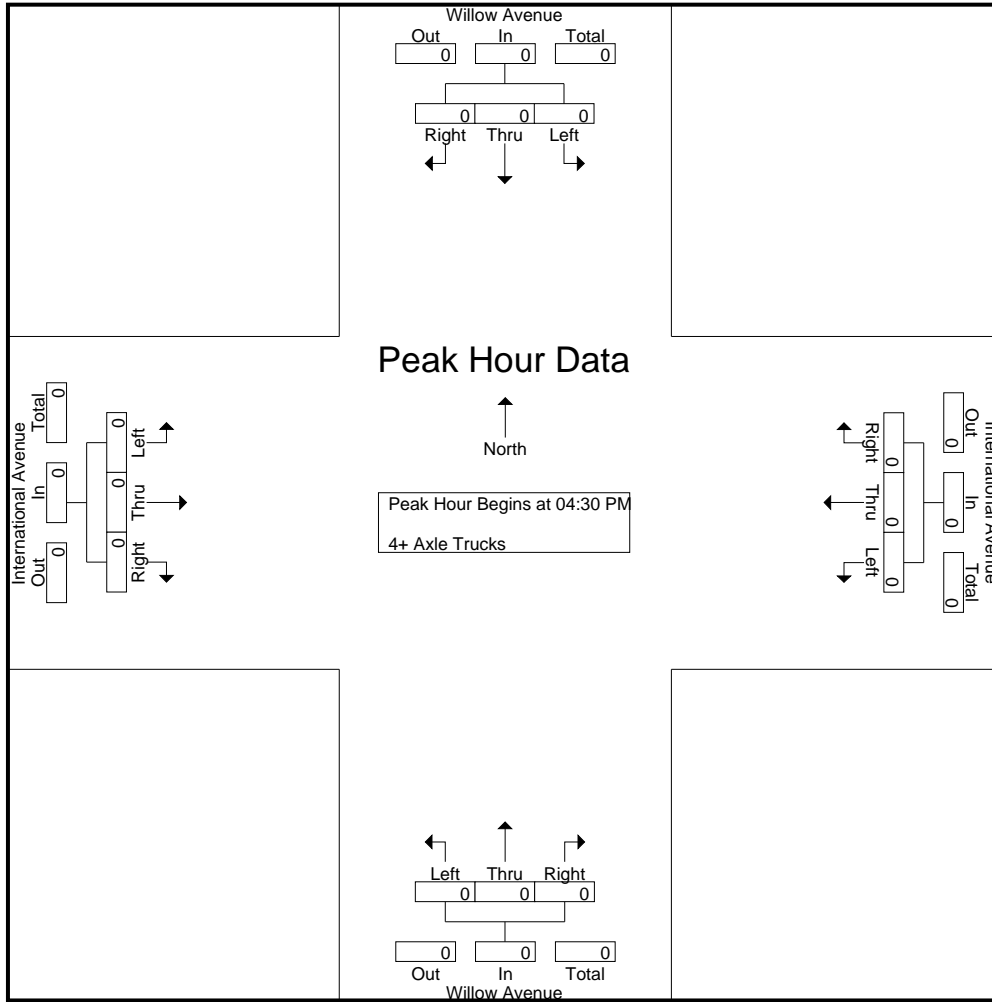
Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0			
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0			

Start Time	Willow Avenue Southbound				International Avenue Westbound				Willow Avenue Northbound				International Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Willow Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 01_CVS_Willow_Int PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: Willow Avenue
 E/W: International Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Willow Avenue	East Leg International Avenue	South Leg Willow Avenue	West Leg International Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	4	4

	North Leg Willow Avenue	East Leg International Avenue	South Leg Willow Avenue	West Leg International Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

Location: Clovis
 N/S: Willow Avenue
 E/W: International Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Willow Avenue			Westbound International Avenue			Northbound Willow Avenue			Eastbound International Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	4
7:30 AM	2	1	0	0	0	0	2	2	0	0	0	0	7
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	2	0	0	0	0	0	0	0	2	0	0	4
8:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:30 AM	0	1	1	0	0	0	1	0	0	1	0	0	4
8:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
TOTAL VOLUMES:	2	9	1	1	0	0	3	6	1	3	0	1	27

	Southbound Willow Avenue			Westbound International Avenue			Northbound Willow Avenue			Eastbound International Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	1	3
4:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	0	8	0	1	0	0	0	3	0	0	0	1	13

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

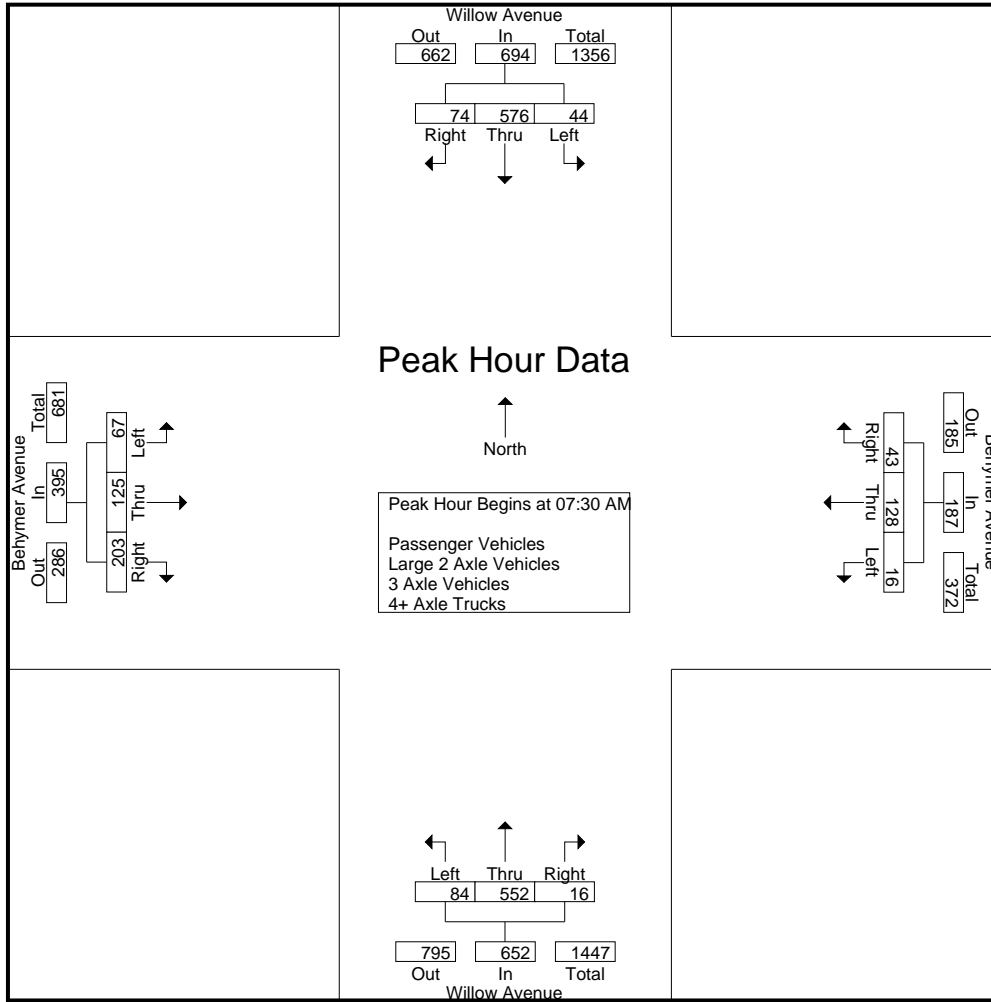
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	64	3	70	3	10	9	22	13	61	3	77	3	18	18	39	208
07:15 AM	7	67	7	81	2	16	18	36	17	88	3	108	11	16	26	53	278
07:30 AM	13	138	7	158	4	26	17	47	14	137	3	154	12	26	46	84	443
07:45 AM	13	160	22	195	3	28	13	44	27	225	6	258	32	31	50	113	610
Total	36	429	39	504	12	80	57	149	71	511	15	597	58	91	140	289	1539
08:00 AM	15	192	36	243	6	52	8	66	21	114	3	138	16	27	65	108	555
08:15 AM	3	86	9	98	3	22	5	30	22	76	4	102	7	41	42	90	320
08:30 AM	3	57	1	61	4	15	6	25	13	71	7	91	4	15	30	49	226
08:45 AM	3	71	1	75	1	18	9	28	16	72	6	94	3	14	18	35	232
Total	24	406	47	477	14	107	28	149	72	333	20	425	30	97	155	282	1333
Grand Total	60	835	86	981	26	187	85	298	143	844	35	1022	88	188	295	571	2872
Apprch %	6.1	85.1	8.8		8.7	62.8	28.5		14	82.6	3.4		15.4	32.9	51.7		
Total %	2.1	29.1	3	34.2	0.9	6.5	3	10.4	5	29.4	1.2	35.6	3.1	6.5	10.3	19.9	
Passenger Vehicles	58	815	84	957	26	180	80	286	139	821	34	994	87	180	292	559	2796
% Passenger Vehicles	96.7	97.6	97.7	97.6	100	96.3	94.1	96	97.2	97.3	97.1	97.3	98.9	95.7	99	97.9	97.4
Large 2 Axle Vehicles	2	12	2	16	0	7	4	11	4	13	1	18	1	6	3	10	55
% Large 2 Axle Vehicles	3.3	1.4	2.3	1.6	0	3.7	4.7	3.7	2.8	1.5	2.9	1.8	1.1	3.2	1	1.8	1.9
3 Axle Vehicles	0	5	0	5	0	0	1	1	0	7	0	7	0	2	0	2	15
% 3 Axle Vehicles	0	0.6	0	0.5	0	0	1.2	0.3	0	0.8	0	0.7	0	1.1	0	0.4	0.5
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% 4+ Axle Trucks	0	0.4	0	0.3	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.2

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	138	7	158	4	26	17	47	14	137	3	154	12	26	46	84	443
07:45 AM	13	160	22	195	3	28	13	44	27	225	6	258	32	31	50	113	610
08:00 AM	15	192	36	243	6	52	8	66	21	114	3	138	16	27	65	108	555
08:15 AM	3	86	9	98	3	22	5	30	22	76	4	102	7	41	42	90	320
Total Volume	44	576	74	694	16	128	43	187	84	552	16	652	67	125	203	395	1928
% App. Total	6.3	83	10.7		8.6	68.4	23		12.9	84.7	2.5		17	31.6	51.4		
PHF	.733	.750	.514	.714	.667	.615	.632	.708	.778	.613	.667	.632	.523	.762	.781	.874	.790

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	13	138	7	158	2	16	18	36	17	88	3	108	12	26	46	84
+15 mins.	13	160	22	195	4	26	17	47	14	137	3	154	32	31	50	113
+30 mins.	15	192	36	243	3	28	13	44	27	225	6	258	16	27	65	108
+45 mins.	3	86	9	98	6	52	8	66	21	114	3	138	7	41	42	90
Total Volume	44	576	74	694	15	122	56	193	79	564	15	658	67	125	203	395
% App. Total	6.3	83	10.7		7.8	63.2	29		12	85.7	2.3		17	31.6	51.4	
PHF	.733	.750	.514	.714	.625	.587	.778	.731	.731	.627	.625	.638	.523	.762	.781	.874

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	62	3	67	3	7	8	18	12	57	3	72	3	18	18	39	196
07:15 AM	6	62	6	74	2	16	17	35	16	86	3	105	11	16	25	52	266
07:30 AM	13	138	7	158	4	25	16	45	14	134	3	151	12	26	46	84	438
07:45 AM	13	158	22	193	3	28	13	44	27	224	6	257	32	28	50	110	604
Total	34	420	38	492	12	76	54	142	69	501	15	585	58	88	139	285	1504
08:00 AM	15	188	35	238	6	51	8	65	20	113	3	136	16	27	64	107	546
08:15 AM	3	85	9	97	3	22	3	28	22	69	4	95	6	39	42	87	307
08:30 AM	3	55	1	59	4	14	6	24	12	67	7	86	4	12	29	45	214
08:45 AM	3	67	1	71	1	17	9	27	16	71	5	92	3	14	18	35	225
Total	24	395	46	465	14	104	26	144	70	320	19	409	29	92	153	274	1292
Grand Total	58	815	84	957	26	180	80	286	139	821	34	994	87	180	292	559	2796
Apprch %	6.1	85.2	8.8		9.1	62.9	28		14	82.6	3.4		15.6	32.2	52.2		
Total %	2.1	29.1	3	34.2	0.9	6.4	2.9	10.2	5	29.4	1.2	35.6	3.1	6.4	10.4	20	

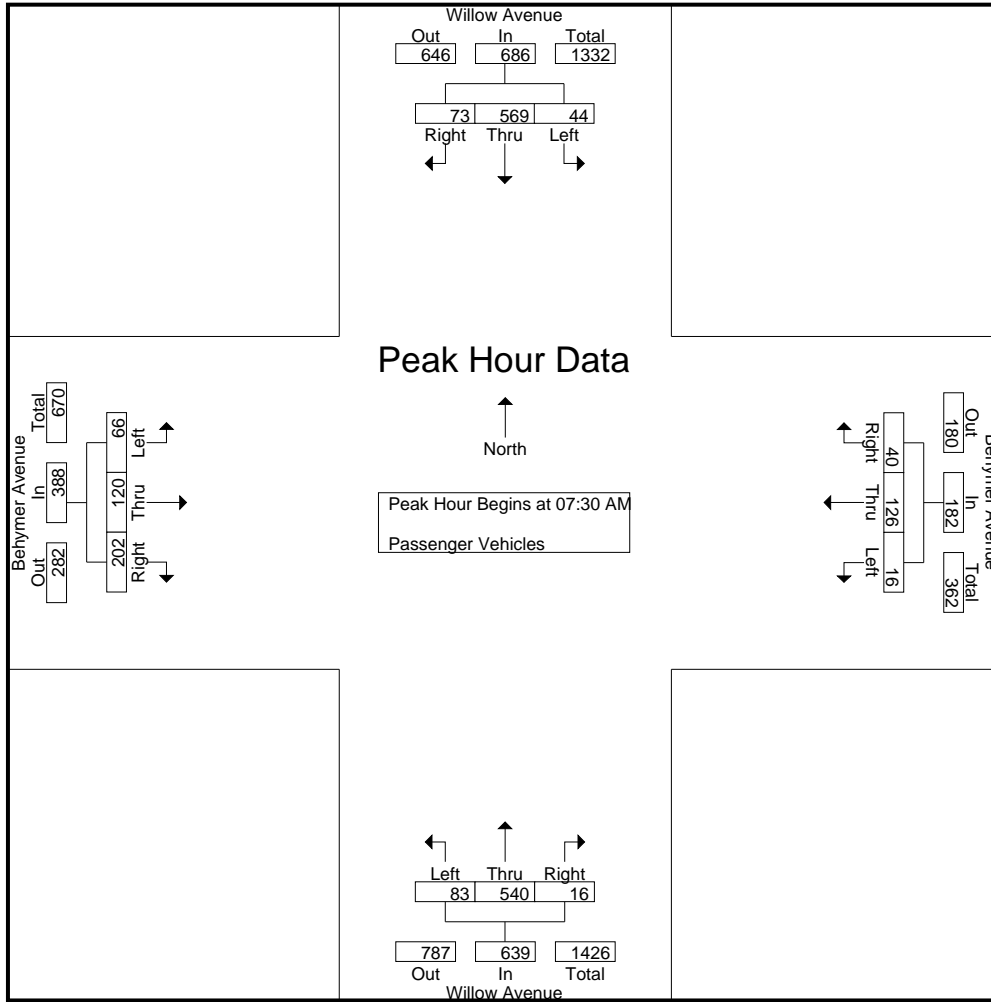
Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	13	138	7	158	4	25	16	45	14	134	3	151	12	26	46	84	438
07:45 AM	13	158	22	193	3	28	13	44	27	224	6	257	32	28	50	110	604
08:00 AM	15	188	35	238	6	51	8	65	20	113	3	136	16	27	64	107	546
08:15 AM	3	85	9	97	3	22	3	28	22	69	4	95	6	39	42	87	307
Total Volume	44	569	73	686	16	126	40	182	83	540	16	639	66	120	202	388	1895
% App. Total	6.4	82.9	10.6		8.8	69.2	22		13	84.5	2.5		17	30.9	52.1		
PHF	.733	.757	.521	.721	.667	.618	.625	.700	.769	.603	.667	.622	.516	.769	.789	.882	.784

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	13	138	7	158	4	25	16	45	14	134	3	151	12	26	46	84
+15 mins.	13	158	22	193	3	28	13	44	27	224	6	257	32	28	50	110
+30 mins.	15	188	35	238	6	51	8	65	20	113	3	136	16	27	64	107
+45 mins.	3	85	9	97	3	22	3	28	22	69	4	95	6	39	42	87
Total Volume	44	569	73	686	16	126	40	182	83	540	16	639	66	120	202	388
% App. Total	6.4	82.9	10.6		8.8	69.2	22		13	84.5	2.5		17	30.9	52.1	
PHF	.733	.757	.521	.721	.667	.618	.625	.700	.769	.603	.667	.622	.516	.769	.789	.882

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

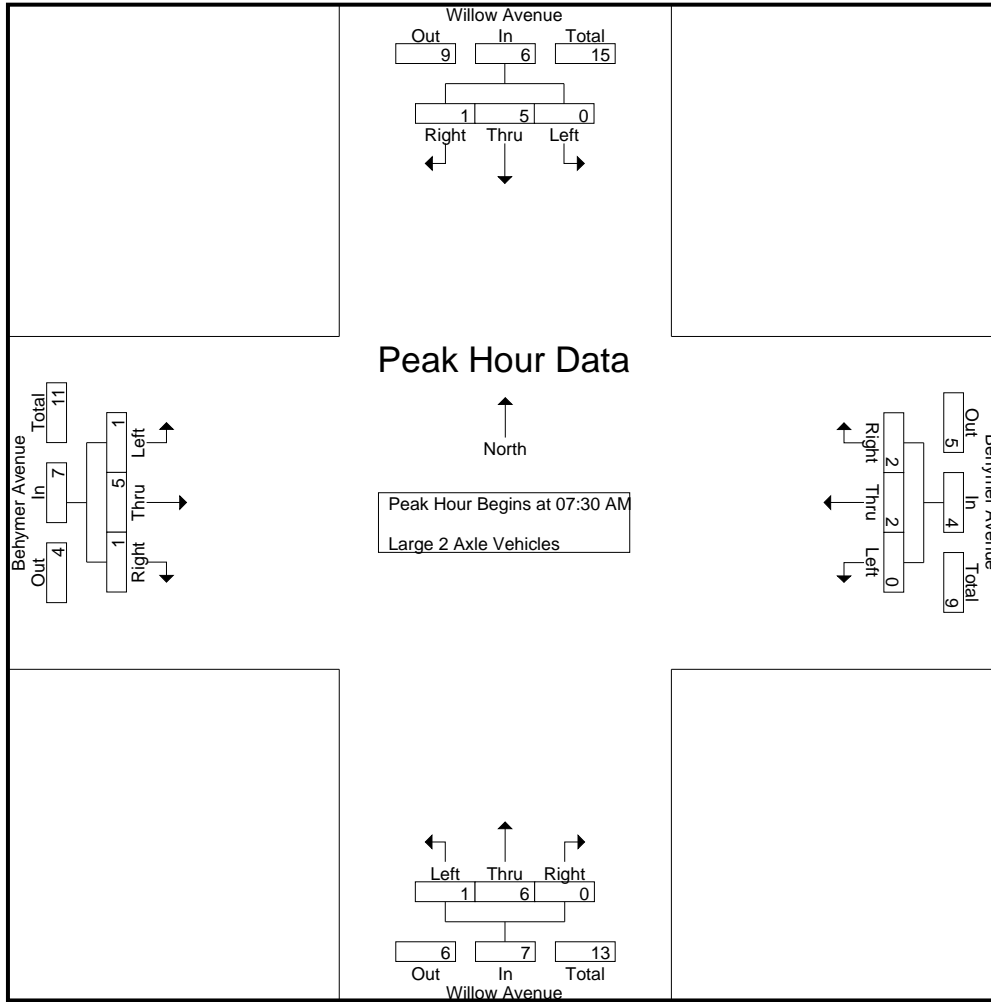
Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	0	2	0	3	1	4	1	4	0	5	0	0	0	0	11
07:15 AM	1	4	1	6	0	0	1	1	1	2	0	3	0	0	1	1	11
07:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
Total	2	5	1	8	0	4	2	6	2	9	0	11	0	3	1	4	29
08:00 AM	0	4	1	5	0	1	0	1	1	0	0	1	0	0	1	1	8
08:15 AM	0	1	0	1	0	0	2	2	0	3	0	3	1	2	0	3	9
08:30 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	1	1	2	5
08:45 AM	0	2	0	2	0	1	0	1	0	0	1	1	0	0	0	0	4
Total	0	7	1	8	0	3	2	5	2	4	1	7	1	3	2	6	26
Grand Total	2	12	2	16	0	7	4	11	4	13	1	18	1	6	3	10	55
Apprch %	12.5	75	12.5		0	63.6	36.4		22.2	72.2	5.6		10	60	30		
Total %	3.6	21.8	3.6	29.1	0	12.7	7.3	20	7.3	23.6	1.8	32.7	1.8	10.9	5.5	18.2	

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
08:00 AM	0	4	1	5	0	1	0	1	1	0	0	1	0	0	1	1	8
08:15 AM	0	1	0	1	0	0	2	2	0	3	0	3	1	2	0	3	9
Total Volume	0	5	1	6	0	2	2	4	1	6	0	7	1	5	1	7	24
% App. Total	0	83.3	16.7		0	50	50		14.3	85.7	0		14.3	71.4	14.3		
PHF	.000	.313	.250	.300	.000	.500	.250	.500	.250	.500	.000	.583	.250	.417	.250	.583	.667

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3
+30 mins.	0	4	1	5	0	1	0	1	1	0	0	1	0	0	1	1
+45 mins.	0	1	0	1	0	0	2	2	0	3	0	3	1	2	0	3
Total Volume	0	5	1	6	0	2	2	4	1	6	0	7	1	5	1	7
% App. Total	0	83.3	16.7		0	50	50		14.3	85.7	0		14.3	71.4	14.3	
PHF	.000	.313	.250	.300	.000	.500	.250	.500	.250	.500	.000	.583	.250	.417	.250	.583

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

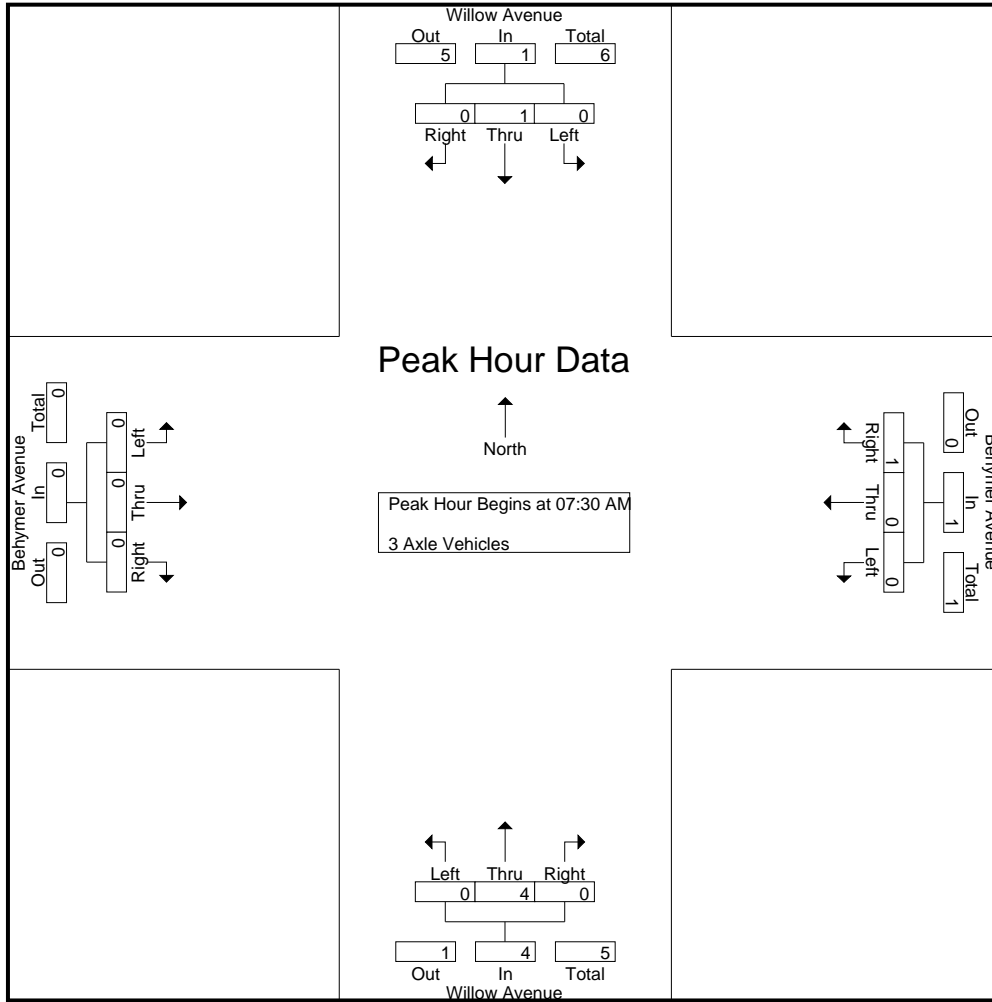
Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	2	0	2	2	6
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	7	0	7	0	2	0	2	2	12
Grand Total	0	5	0	5	0	0	1	1	0	7	0	7	0	2	0	2	2	15
Apprch %	0	100	0		0	0	100		0	100	0		0	100	0			
Total %	0	33.3	0	33.3	0	0	6.7	6.7	0	46.7	0	46.7	0	13.3	0	13.3		

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
Total Volume	0	1	0	1	0	0	1	1	0	4	0	4	0	0	0	0	0	6
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0			
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	1	0	1	0	0	1	1	0	4	0	4	0	0	0	0
% App. Total	0	100	0	100	0	0	100	100	0	100	0	100	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.333	.000	.333	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

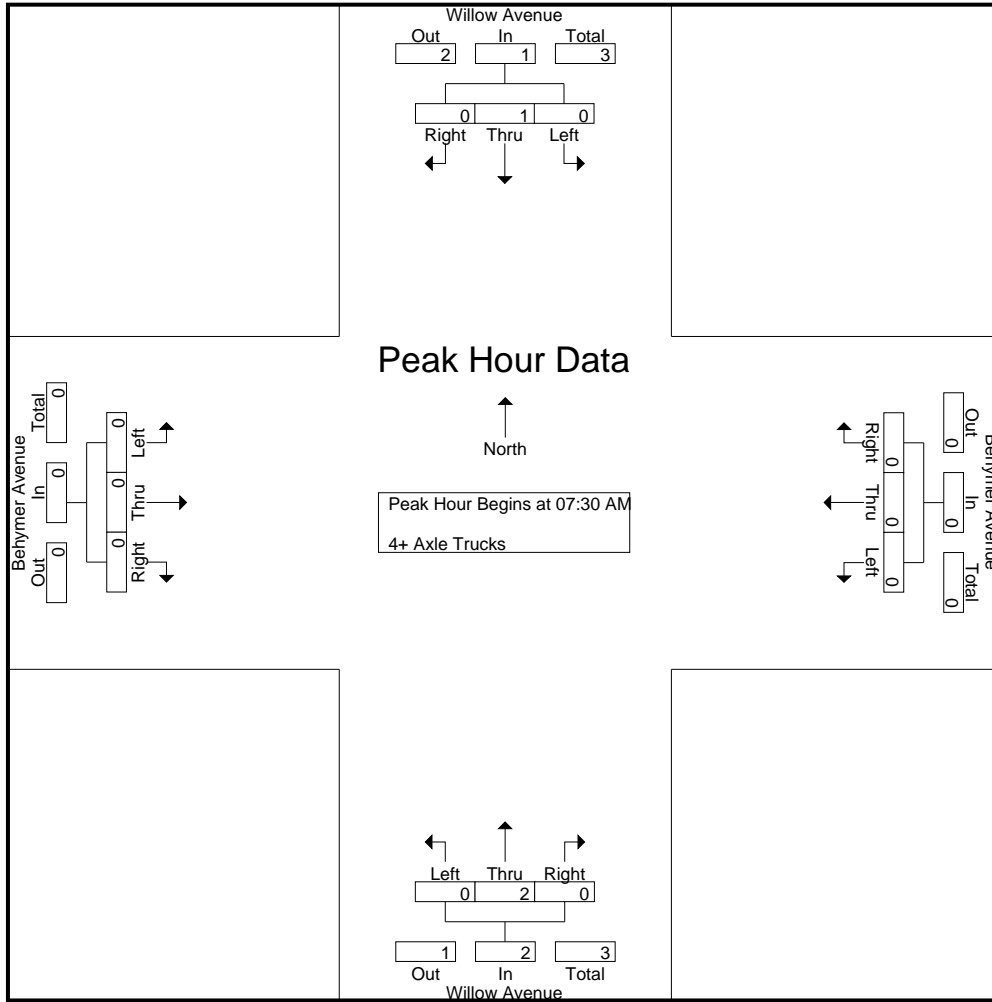
Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
Grand Total	0	3	0	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		0	0	
Total %	0	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	0	0	

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

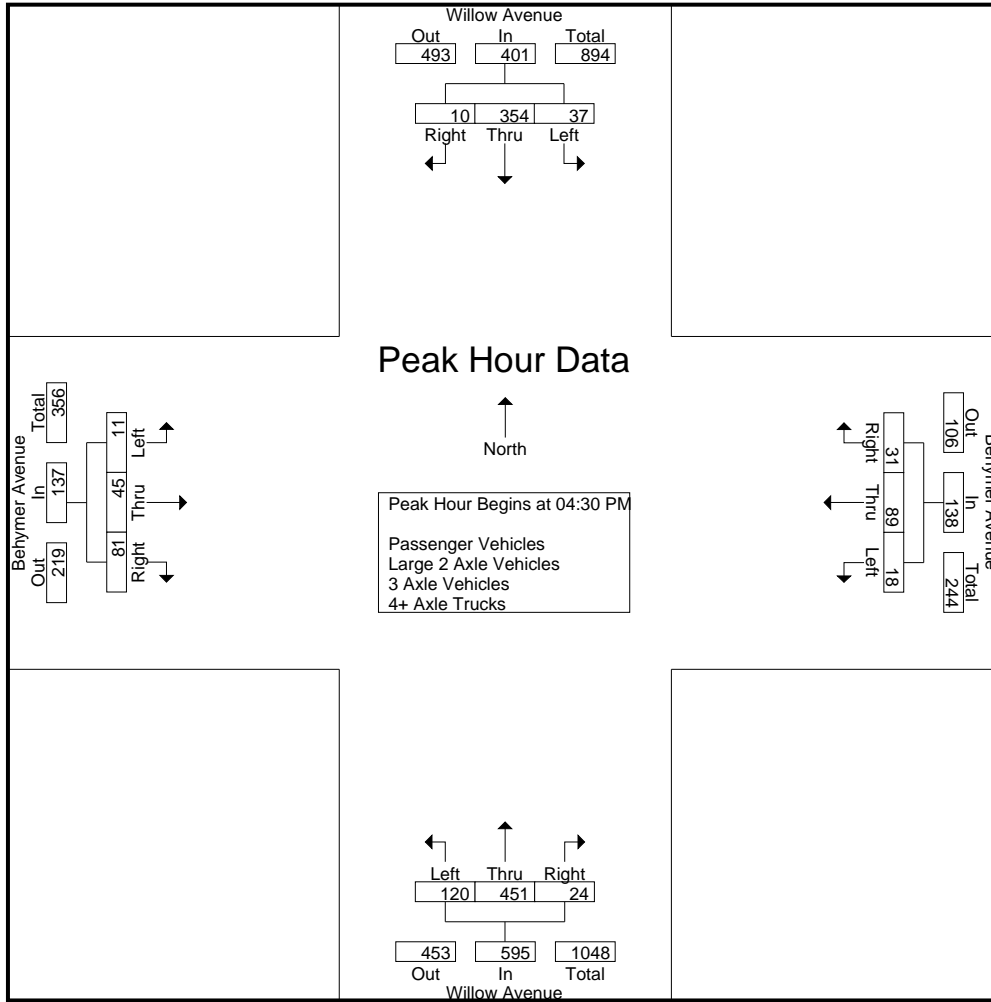
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	9	93	4	106	6	20	5	31	29	95	13	137	4	18	25	47	321
04:15 PM	6	102	4	112	9	12	6	27	28	82	5	115	2	9	18	29	283
04:30 PM	4	62	2	68	4	21	6	31	28	112	4	144	1	12	19	32	275
04:45 PM	15	101	3	119	5	24	7	36	35	108	11	154	5	12	22	39	348
Total	34	358	13	405	24	77	24	125	120	397	33	550	12	51	84	147	1227
05:00 PM	8	99	2	109	2	20	9	31	30	88	4	122	2	5	19	26	288
05:15 PM	10	92	3	105	7	24	9	40	27	143	5	175	3	16	21	40	360
05:30 PM	4	64	0	68	5	20	6	31	25	98	6	129	2	11	29	42	270
05:45 PM	6	80	6	92	1	22	8	31	21	110	3	134	2	16	34	52	309
Total	28	335	11	374	15	86	32	133	103	439	18	560	9	48	103	160	1227
Grand Total	62	693	24	779	39	163	56	258	223	836	51	1110	21	99	187	307	2454
Apprch %	8	89	3.1		15.1	63.2	21.7		20.1	75.3	4.6		6.8	32.2	60.9		
Total %	2.5	28.2	1	31.7	1.6	6.6	2.3	10.5	9.1	34.1	2.1	45.2	0.9	4	7.6	12.5	
Passenger Vehicles	61	684	24	769	39	162	56	257	220	836	50	1106	21	99	185	305	2437
% Passenger Vehicles	98.4	98.7	100	98.7	100	99.4	100	99.6	98.7	100	98	99.6	100	100	98.9	99.3	99.3
Large 2 Axle Vehicles	1	8	0	9	0	0	0	0	3	0	1	4	0	0	2	2	15
% Large 2 Axle Vehicles	1.6	1.2	0	1.2	0	0	0	0	1.3	0	2	0.4	0	0	1.1	0.7	0.6
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0.6	0	0.4	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	62	2	68	4	21	6	31	28	112	4	144	1	12	19	32	275
04:45 PM	15	101	3	119	5	24	7	36	35	108	11	154	5	12	22	39	348
05:00 PM	8	99	2	109	2	20	9	31	30	88	4	122	2	5	19	26	288
05:15 PM	10	92	3	105	7	24	9	40	27	143	5	175	3	16	21	40	360
Total Volume	37	354	10	401	18	89	31	138	120	451	24	595	11	45	81	137	1271
% App. Total	9.2	88.3	2.5		13	64.5	22.5		20.2	75.8	4		8	32.8	59.1		
PHF	.617	.876	.833	.842	.643	.927	.861	.863	.857	.788	.545	.850	.550	.703	.920	.856	.883

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	6	102	4	112	4	21	6	31	28	112	4	144	2	5	19	26
+15 mins.	4	62	2	68	5	24	7	36	35	108	11	154	3	16	21	40
+30 mins.	15	101	3	119	2	20	9	31	30	88	4	122	2	11	29	42
+45 mins.	8	99	2	109	7	24	9	40	27	143	5	175	2	16	34	52
Total Volume	33	364	11	408	18	89	31	138	120	451	24	595	9	48	103	160
% App. Total	8.1	89.2	2.7		13	64.5	22.5		20.2	75.8	4		5.6	30	64.4	
PHF	.550	.892	.688	.857	.643	.927	.861	.863	.857	.788	.545	.850	.750	.750	.757	.769

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

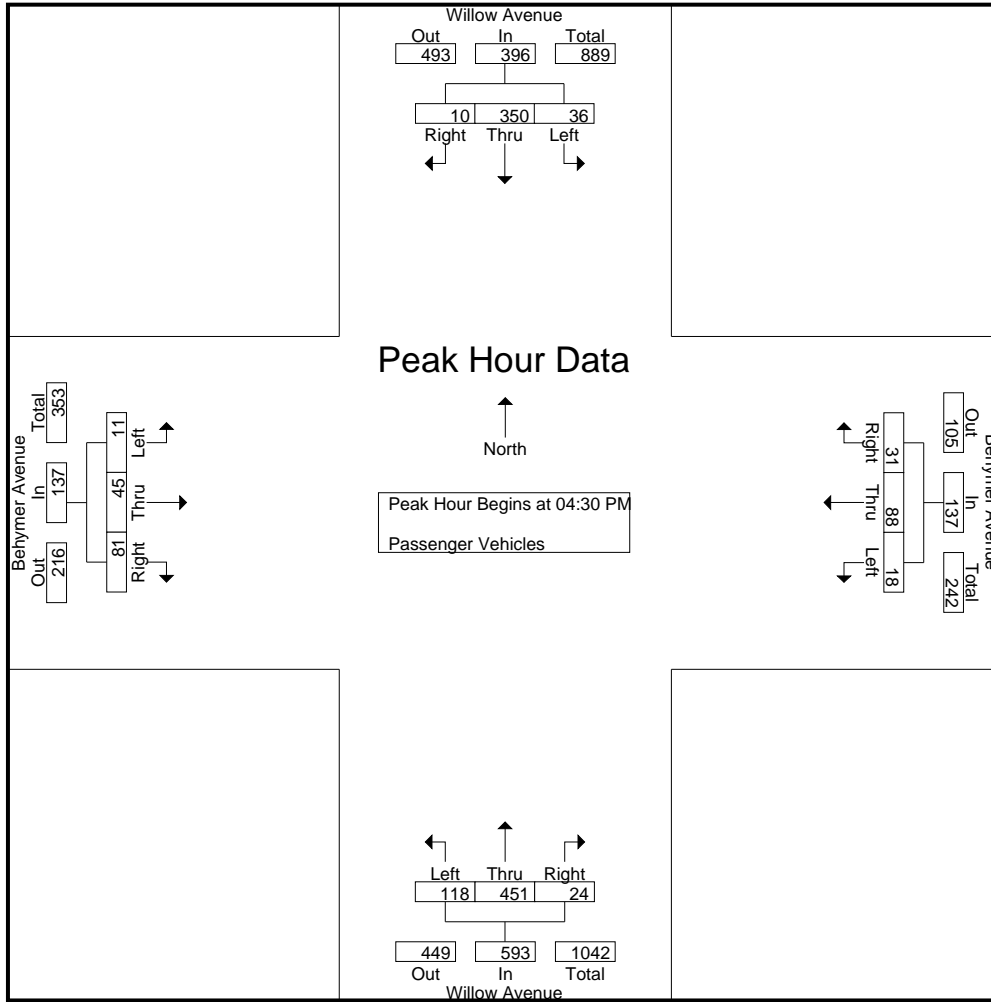
Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	9	91	4	104	6	20	5	31	29	95	13	137	4	18	23	45	317
04:15 PM	6	100	4	110	9	12	6	27	27	82	4	113	2	9	18	29	279
04:30 PM	4	61	2	67	4	21	6	31	27	112	4	143	1	12	19	32	273
04:45 PM	15	101	3	119	5	24	7	36	35	108	11	154	5	12	22	39	348
Total	34	353	13	400	24	77	24	125	118	397	32	547	12	51	82	145	1217
05:00 PM	8	97	2	107	2	19	9	30	30	88	4	122	2	5	19	26	285
05:15 PM	9	91	3	103	7	24	9	40	26	143	5	174	3	16	21	40	357
05:30 PM	4	64	0	68	5	20	6	31	25	98	6	129	2	11	29	42	270
05:45 PM	6	79	6	91	1	22	8	31	21	110	3	134	2	16	34	52	308
Total	27	331	11	369	15	85	32	132	102	439	18	559	9	48	103	160	1220
Grand Total	61	684	24	769	39	162	56	257	220	836	50	1106	21	99	185	305	2437
Apprch %	7.9	88.9	3.1		15.2	63	21.8		19.9	75.6	4.5		6.9	32.5	60.7		
Total %	2.5	28.1	1	31.6	1.6	6.6	2.3	10.5	9	34.3	2.1	45.4	0.9	4.1	7.6	12.5	

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	4	61	2	67	4	21	6	31	27	112	4	143	1	12	19	32	273
04:45 PM	15	101	3	119	5	24	7	36	35	108	11	154	5	12	22	39	348
05:00 PM	8	97	2	107	2	19	9	30	30	88	4	122	2	5	19	26	285
05:15 PM	9	91	3	103	7	24	9	40	26	143	5	174	3	16	21	40	357
Total Volume	36	350	10	396	18	88	31	137	118	451	24	593	11	45	81	137	1263
% App. Total	9.1	88.4	2.5		13.1	64.2	22.6		19.9	76.1	4		8	32.8	59.1		
PHF	.600	.866	.833	.832	.643	.917	.861	.856	.843	.788	.545	.852	.550	.703	.920	.856	.884

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	4	61	2	67	4	21	6	31	27	112	4	143	1	12	19	32
+15 mins.	15	101	3	119	5	24	7	36	35	108	11	154	5	12	22	39
+30 mins.	8	97	2	107	2	19	9	30	30	88	4	122	2	5	19	26
+45 mins.	9	91	3	103	7	24	9	40	26	143	5	174	3	16	21	40
Total Volume	36	350	10	396	18	88	31	137	118	451	24	593	11	45	81	137
% App. Total	9.1	88.4	2.5		13.1	64.2	22.6		19.9	76.1	4		8	32.8	59.1	
PHF	.600	.866	.833	.832	.643	.917	.861	.856	.843	.788	.545	.852	.550	.703	.920	.856

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

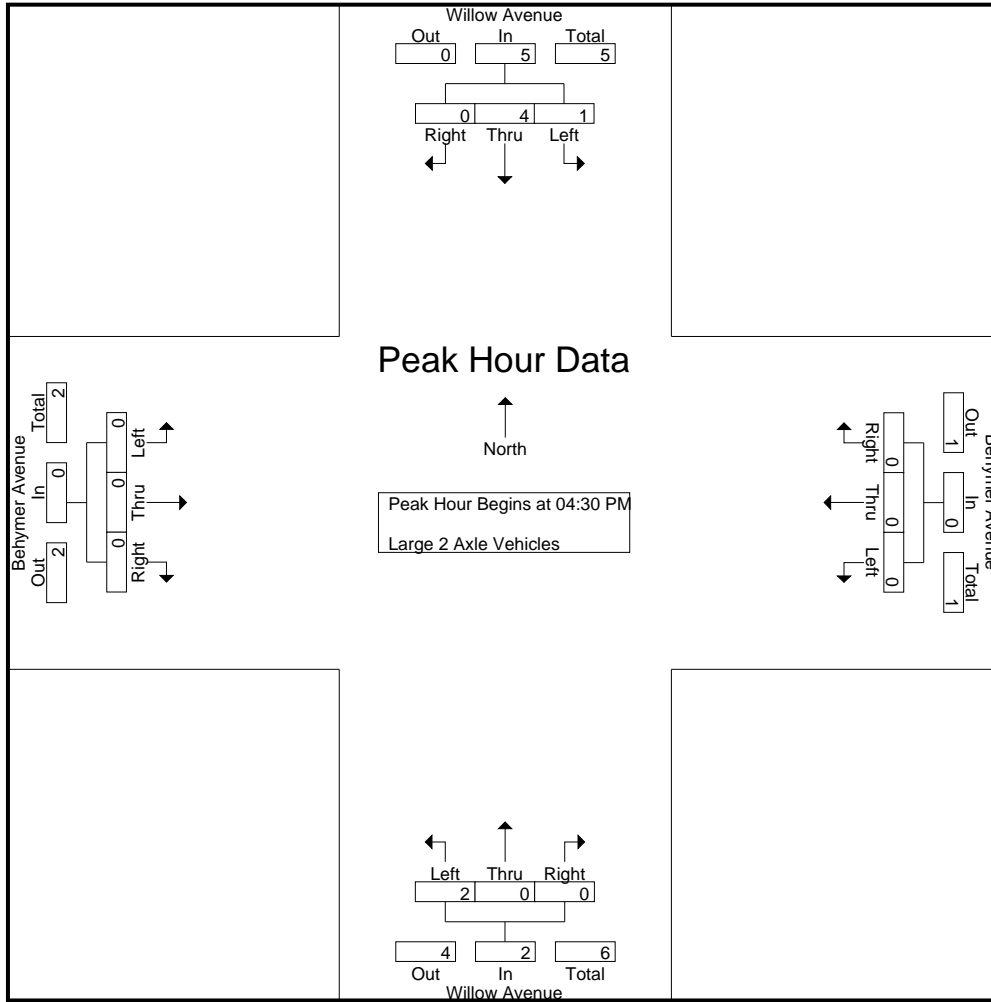
Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
04:15 PM	0	2	0	2	0	0	0	0	1	0	1	2	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	2	0	1	3	0	0	2	2	9
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	1	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	4	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
Grand Total	1	8	0	9	0	0	0	0	3	0	1	4	0	0	2	2	15
Apprch %	11.1	88.9	0		0	0	0		75	0	25		0	0	100		
Total %	6.7	53.3	0	60	0	0	0	0	20	0	6.7	26.7	0	0	13.3	13.3	

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	1	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total Volume	1	4	0	5	0	0	0	0	2	0	0	2	0	0	0	0	7
% App. Total	20	80	0		0	0	0		100	0	0		0	0	0		
PHF	.250	.500	.000	.625	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.583

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	1	4	0	5	0	0	0	0	2	0	0	2	0	0	0	0
% App. Total	20	80	0		0	0	0		100	0	0		0	0	0	
PHF	.250	.500	.000	.625	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

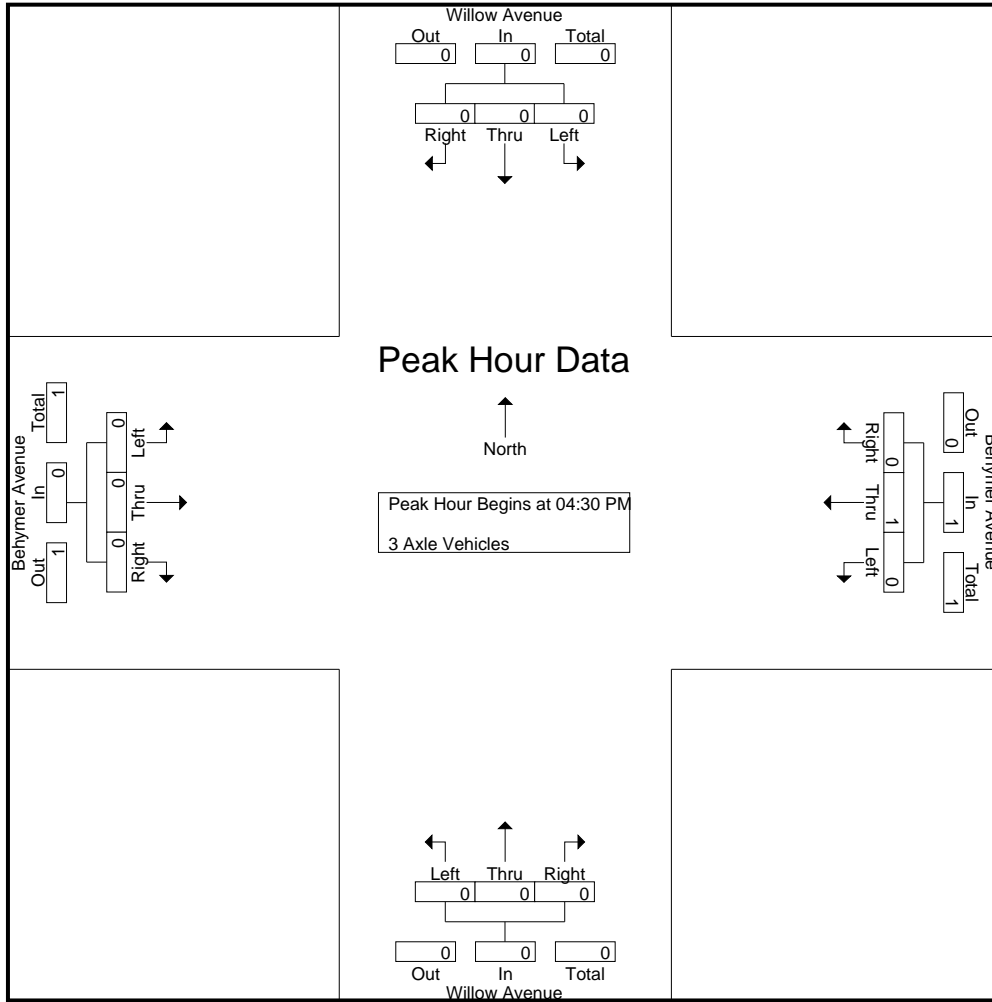
Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0		0	100	0	100	0	0	0		0	0	0		

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

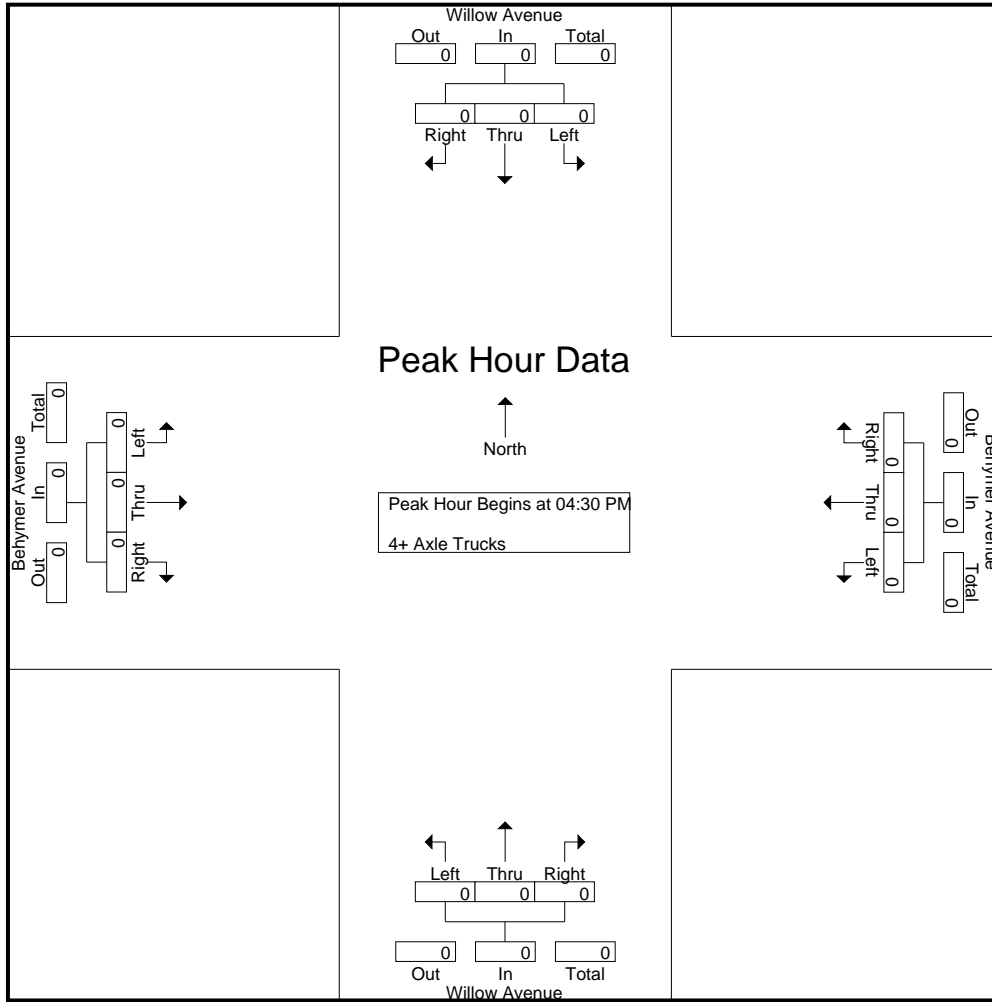
Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0			
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0			

Start Time	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Willow Avenue	East Leg Behymer Avenue	South Leg Willow Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	4	4

	North Leg Willow Avenue	East Leg Behymer Avenue	South Leg Willow Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

Location: Clovis
 N/S: Willow Avenue
 E/W: Behymer Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Willow Avenue			Westbound Behymer Avenue			Northbound Willow Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	0	0	0	6	0	1	0	0	9
7:30 AM	0	0	1	0	0	0	0	6	0	0	0	0	7
7:45 AM	0	2	0	0	0	0	0	5	0	0	0	0	7
8:00 AM	0	4	0	0	0	0	0	4	0	0	0	0	8
8:15 AM	0	2	1	0	0	1	3	2	0	0	0	0	9
8:30 AM	0	4	0	0	0	0	0	1	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	1	3	0	0	0	1	5
TOTAL VOLUMES:	0	16	2	0	0	1	4	27	0	1	0	1	52

	Southbound Willow Avenue			Westbound Behymer Avenue			Northbound Willow Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:45 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
TOTAL VOLUMES:	0	9	1	0	0	0	0	5	0	0	0	0	15

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

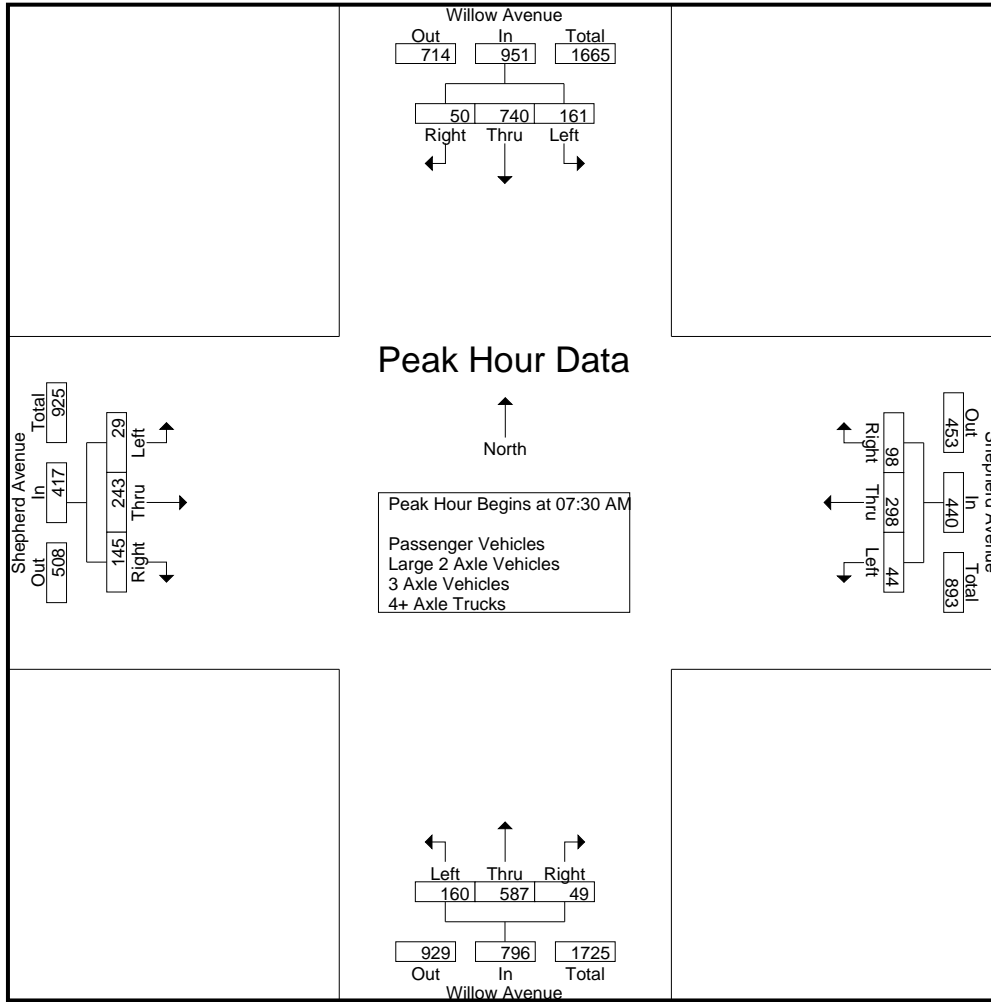
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	22	103	6	131	8	70	15	93	21	69	9	99	2	39	20	61	384
07:15 AM	27	109	6	142	6	62	21	89	34	101	16	151	6	67	27	100	482
07:30 AM	42	207	10	259	10	70	22	102	31	175	16	222	1	70	38	109	692
07:45 AM	45	176	14	235	17	85	29	131	42	193	7	242	15	74	43	132	740
Total	136	595	36	767	41	287	87	415	128	538	48	714	24	250	128	402	2298
08:00 AM	43	196	14	253	8	70	24	102	50	113	18	181	7	50	24	81	617
08:15 AM	31	161	12	204	9	73	23	105	37	106	8	151	6	49	40	95	555
08:30 AM	23	95	9	127	12	56	19	87	30	91	8	129	2	54	20	76	419
08:45 AM	26	98	7	131	8	77	22	107	28	94	2	124	10	45	25	80	442
Total	123	550	42	715	37	276	88	401	145	404	36	585	25	198	109	332	2033
Grand Total	259	1145	78	1482	78	563	175	816	273	942	84	1299	49	448	237	734	4331
Apprch %	17.5	77.3	5.3		9.6	69	21.4		21	72.5	6.5		6.7	61	32.3		
Total %	6	26.4	1.8	34.2	1.8	13	4	18.8	6.3	21.8	1.9	30	1.1	10.3	5.5	16.9	
Passenger Vehicles	252	1127	75	1454	78	557	169	804	264	913	82	1259	47	439	232	718	4235
% Passenger Vehicles	97.3	98.4	96.2	98.1	100	98.9	96.6	98.5	96.7	96.9	97.6	96.9	95.9	98	97.9	97.8	97.8
Large 2 Axle Vehicles	5	13	1	19	0	4	6	10	9	17	2	28	2	8	4	14	71
% Large 2 Axle Vehicles	1.9	1.1	1.3	1.3	0	0.7	3.4	1.2	3.3	1.8	2.4	2.2	4.1	1.8	1.7	1.9	1.6
3 Axle Vehicles	2	1	1	4	0	1	0	1	0	6	0	6	0	1	0	1	12
% 3 Axle Vehicles	0.8	0.1	1.3	0.3	0	0.2	0	0.1	0	0.6	0	0.5	0	0.2	0	0.1	0.3
4+ Axle Trucks	0	4	1	5	0	1	0	1	0	6	0	6	0	0	1	1	13
% 4+ Axle Trucks	0	0.3	1.3	0.3	0	0.2	0	0.1	0	0.6	0	0.5	0	0	0.4	0.1	0.3

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	42	207	10	259	10	70	22	102	31	175	16	222	1	70	38	109	692
07:45 AM	45	176	14	235	17	85	29	131	42	193	7	242	15	74	43	132	740
08:00 AM	43	196	14	253	8	70	24	102	50	113	18	181	7	50	24	81	617
08:15 AM	31	161	12	204	9	73	23	105	37	106	8	151	6	49	40	95	555
Total Volume	161	740	50	951	44	298	98	440	160	587	49	796	29	243	145	417	2604
% App. Total	16.9	77.8	5.3		10	67.7	22.3		20.1	73.7	6.2		7	58.3	34.8		
PHF	.894	.894	.893	.918	.647	.876	.845	.840	.800	.760	.681	.822	.483	.821	.843	.790	.880

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	42	207	10	259	10	70	22	102	34	101	16	151	6	67	27	100
+15 mins.	45	176	14	235	17	85	29	131	31	175	16	222	1	70	38	109
+30 mins.	43	196	14	253	8	70	24	102	42	193	7	242	15	74	43	132
+45 mins.	31	161	12	204	9	73	23	105	50	113	18	181	7	50	24	81
Total Volume	161	740	50	951	44	298	98	440	157	582	57	796	29	261	132	422
% App. Total	16.9	77.8	5.3		10	67.7	22.3		19.7	73.1	7.2		6.9	61.8	31.3	
PHF	.894	.894	.893	.918	.647	.876	.845	.840	.785	.754	.792	.822	.483	.882	.767	.799

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	21	102	6	129	8	70	15	93	21	64	9	94	2	39	19	60	376
07:15 AM	27	104	6	137	6	61	21	88	32	98	16	146	6	66	26	98	469
07:30 AM	42	204	9	255	10	70	22	102	29	173	16	218	1	66	38	105	680
07:45 AM	44	175	14	233	17	84	29	130	42	191	5	238	15	74	42	131	732
Total	134	585	35	754	41	285	87	413	124	526	46	696	24	245	125	394	2257
08:00 AM	42	192	13	247	8	68	23	99	48	108	18	174	7	49	24	80	600
08:15 AM	30	161	12	203	9	71	18	98	35	102	8	145	5	48	39	92	538
08:30 AM	21	94	9	124	12	56	19	87	29	85	8	122	2	52	19	73	406
08:45 AM	25	95	6	126	8	77	22	107	28	92	2	122	9	45	25	79	434
Total	118	542	40	700	37	272	82	391	140	387	36	563	23	194	107	324	1978
Grand Total	252	1127	75	1454	78	557	169	804	264	913	82	1259	47	439	232	718	4235
Apprch %	17.3	77.5	5.2		9.7	69.3	21		21	72.5	6.5		6.5	61.1	32.3		
Total %	6	26.6	1.8	34.3	1.8	13.2	4	19	6.2	21.6	1.9	29.7	1.1	10.4	5.5	17	

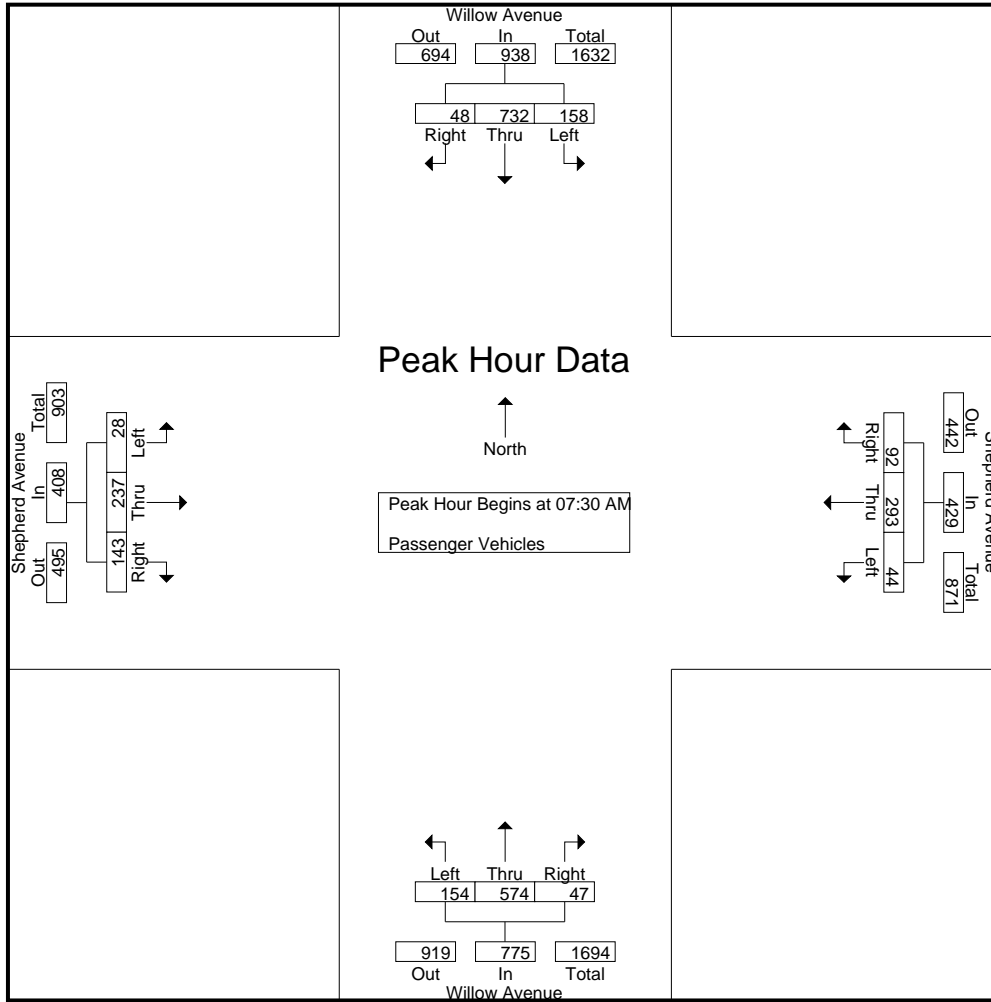
Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	42	204	9	255	10	70	22	102	29	173	16	218	1	66	38	105	680
07:45 AM	44	175	14	233	17	84	29	130	42	191	5	238	15	74	42	131	732
08:00 AM	42	192	13	247	8	68	23	99	48	108	18	174	7	49	24	80	600
08:15 AM	30	161	12	203	9	71	18	98	35	102	8	145	5	48	39	92	538
Total Volume	158	732	48	938	44	293	92	429	154	574	47	775	28	237	143	408	2550
% App. Total	16.8	78	5.1		10.3	68.3	21.4		19.9	74.1	6.1		6.9	58.1	35		
PHF	.898	.897	.857	.920	.647	.872	.793	.825	.802	.751	.653	.814	.467	.801	.851	.779	.871

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	42	204	9	255	10	70	22	102	29	173	16	218	1	66	38	105
+15 mins.	44	175	14	233	17	84	29	130	42	191	5	238	15	74	42	131
+30 mins.	42	192	13	247	8	68	23	99	48	108	18	174	7	49	24	80
+45 mins.	30	161	12	203	9	71	18	98	35	102	8	145	5	48	39	92
Total Volume	158	732	48	938	44	293	92	429	154	574	47	775	28	237	143	408
% App. Total	16.8	78	5.1		10.3	68.3	21.4		19.9	74.1	6.1		6.9	58.1	35	
PHF	.898	.897	.857	.920	.647	.872	.793	.825	.802	.751	.653	.814	.467	.801	.851	.779

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

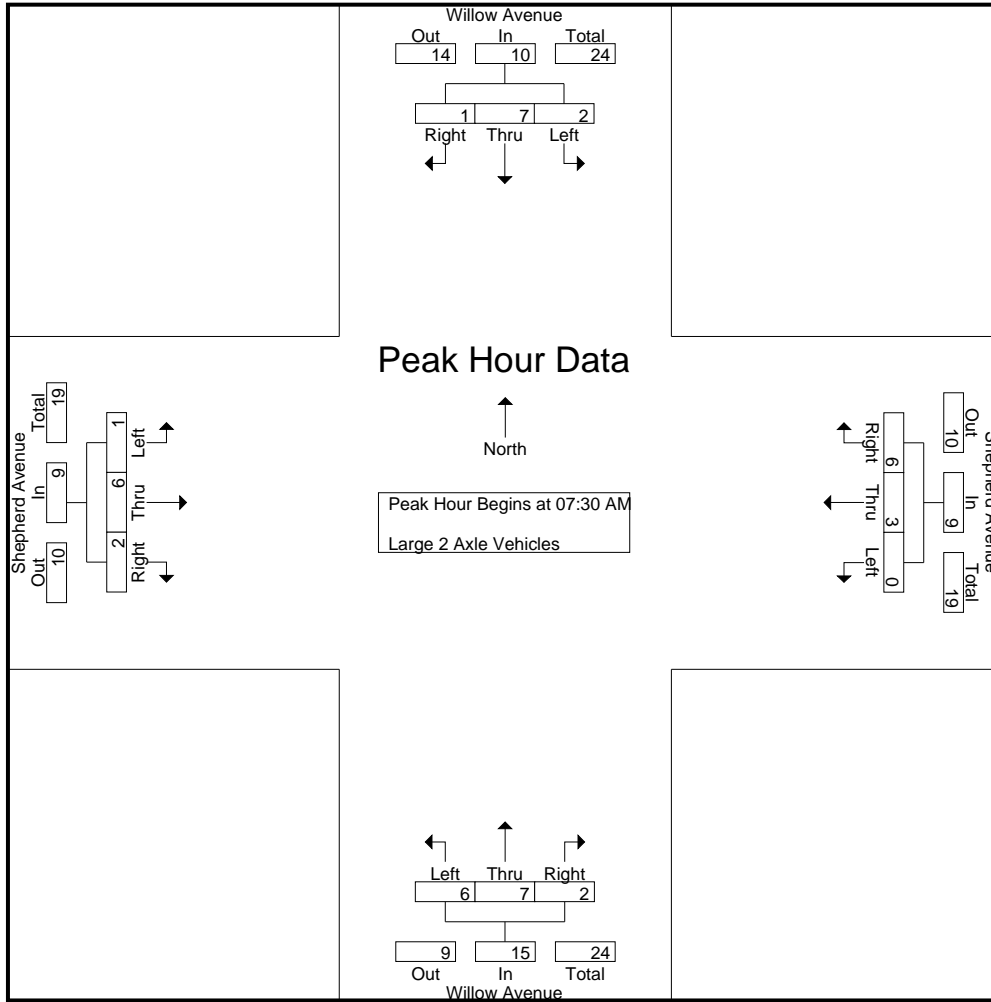
Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	0	0	0	0	4	0	4	0	0	0	1	6
07:15 AM	0	4	0	4	0	1	0	1	2	3	0	5	0	1	1	2	12
07:30 AM	0	3	1	4	0	0	0	0	2	1	0	3	0	4	0	4	11
07:45 AM	0	1	0	1	0	1	0	1	0	2	2	4	0	0	1	1	7
Total	1	8	1	10	0	2	0	2	4	10	2	16	0	5	3	8	36
08:00 AM	1	3	0	4	0	0	1	1	2	2	0	4	0	1	0	1	10
08:15 AM	1	0	0	1	0	2	5	7	2	2	0	4	1	1	1	3	15
08:30 AM	1	0	0	1	0	0	0	0	1	3	0	4	0	1	0	1	6
08:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	4	5	0	9	0	2	6	8	5	7	0	12	2	3	1	6	35
Grand Total	5	13	1	19	0	4	6	10	9	17	2	28	2	8	4	14	71
Apprch %	26.3	68.4	5.3		0	40	60		32.1	60.7	7.1		14.3	57.1	28.6		
Total %	7	18.3	1.4	26.8	0	5.6	8.5	14.1	12.7	23.9	2.8	39.4	2.8	11.3	5.6	19.7	

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	3	1	4	0	0	0	0	2	1	0	3	0	4	0	4	11
07:45 AM	0	1	0	1	0	1	0	1	0	2	2	4	0	0	1	1	7
08:00 AM	1	3	0	4	0	0	1	1	2	2	0	4	0	1	0	1	10
08:15 AM	1	0	0	1	0	2	5	7	2	2	0	4	1	1	1	3	15
Total Volume	2	7	1	10	0	3	6	9	6	7	2	15	1	6	2	9	43
% App. Total	20	70	10		0	33.3	66.7		40	46.7	13.3		11.1	66.7	22.2		
PHF	.500	.583	.250	.625	.000	.375	.300	.321	.750	.875	.250	.938	.250	.375	.500	.563	.717

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	3	1	4	0	0	0	0	2	1	0	3	0	4	0	4
+15 mins.	0	1	0	1	0	1	0	1	0	2	2	4	0	0	1	1
+30 mins.	1	3	0	4	0	0	1	1	2	2	0	4	0	1	0	1
+45 mins.	1	0	0	1	0	2	5	7	2	2	0	4	1	1	1	3
Total Volume	2	7	1	10	0	3	6	9	6	7	2	15	1	6	2	9
% App. Total	20	70	10		0	33.3	66.7		40	46.7	13.3		11.1	66.7	22.2	
PHF	.500	.583	.250	.625	.000	.375	.300	.321	.750	.875	.250	.938	.250	.375	.500	.563

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

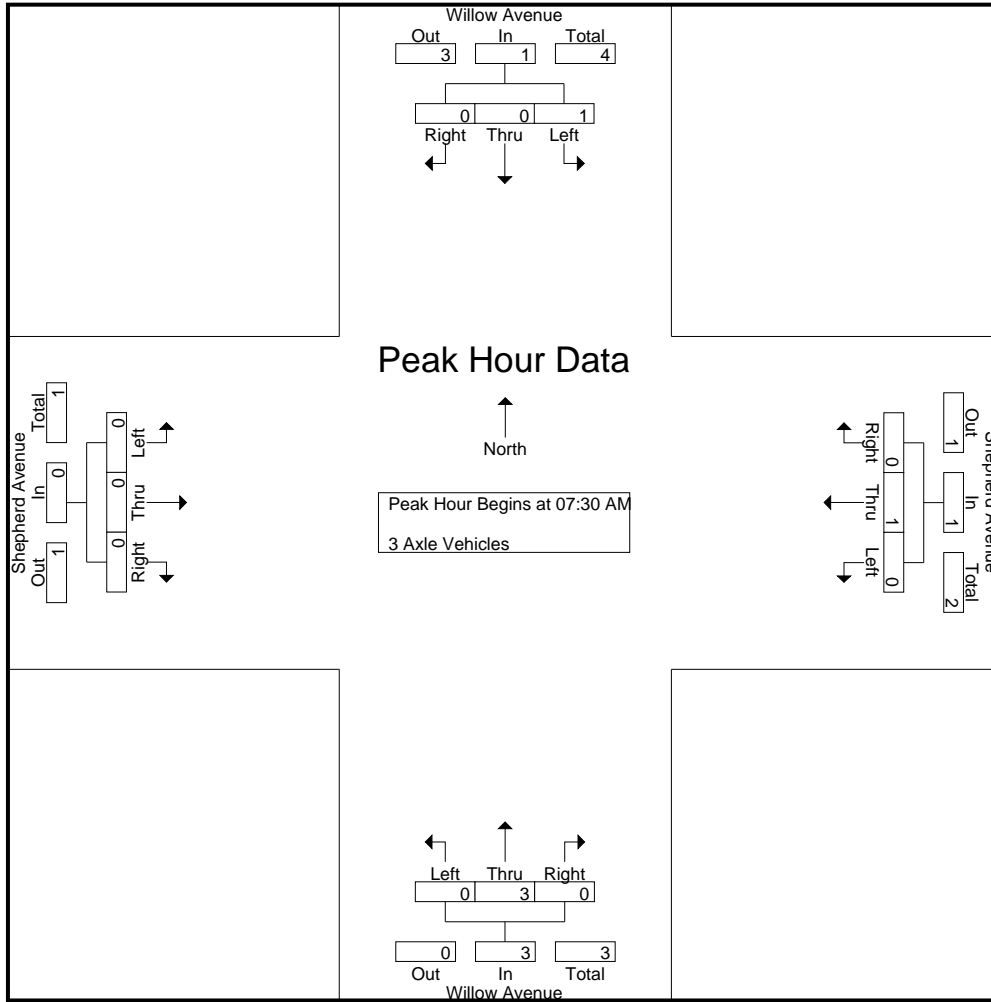
Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	1	0	1	5
08:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	1	3	0	1	0	1	0	6	0	6	0	1	0	1	11
Grand Total	2	1	1	4	0	1	0	1	0	6	0	6	0	1	0	1	12
Apprch %	50	25	25		0	100	0		0	100	0		0	100	0		
Total %	16.7	8.3	8.3	33.3	0	8.3	0	8.3	0	50	0	50	0	8.3	0	8.3	

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	0	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
% App. Total	100	0	0		0	100	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.417

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	0	0	1	0	1	0	1	0	3	0	3	0	0	0	0
% App. Total	100	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:00 AM	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	2	1	3	0	1	0	1	0	4	0	4	0	0	1	1	9
Grand Total	0	4	1	5	0	1	0	1	0	6	0	6	0	0	1	1	13
Apprch %	0	80	20		0	100	0		0	100	0		0	0	100		
Total %	0	30.8	7.7	38.5	0	7.7	0	7.7	0	46.2	0	46.2	0	0	7.7	7.7	

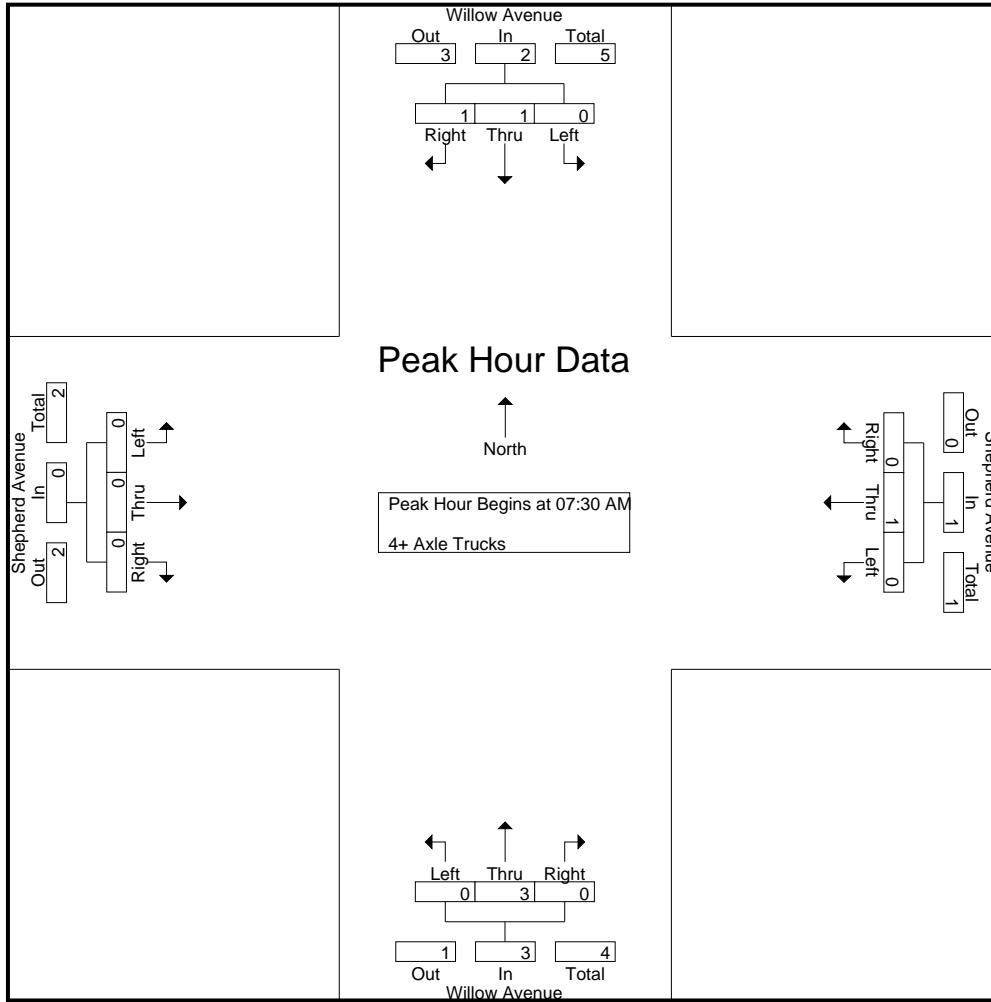
Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	1	2	0	1	0	1	0	3	0	3	0	0	0	0	6
% App. Total	0	50	50		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.250	.250	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.375

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	1	2	0	1	0	1	0	3	0	3	0	0	0	0
% App. Total	0	50	50		0	100	0		0	100	0		0	0	0	
PHF	.000	.250	.250	.250	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

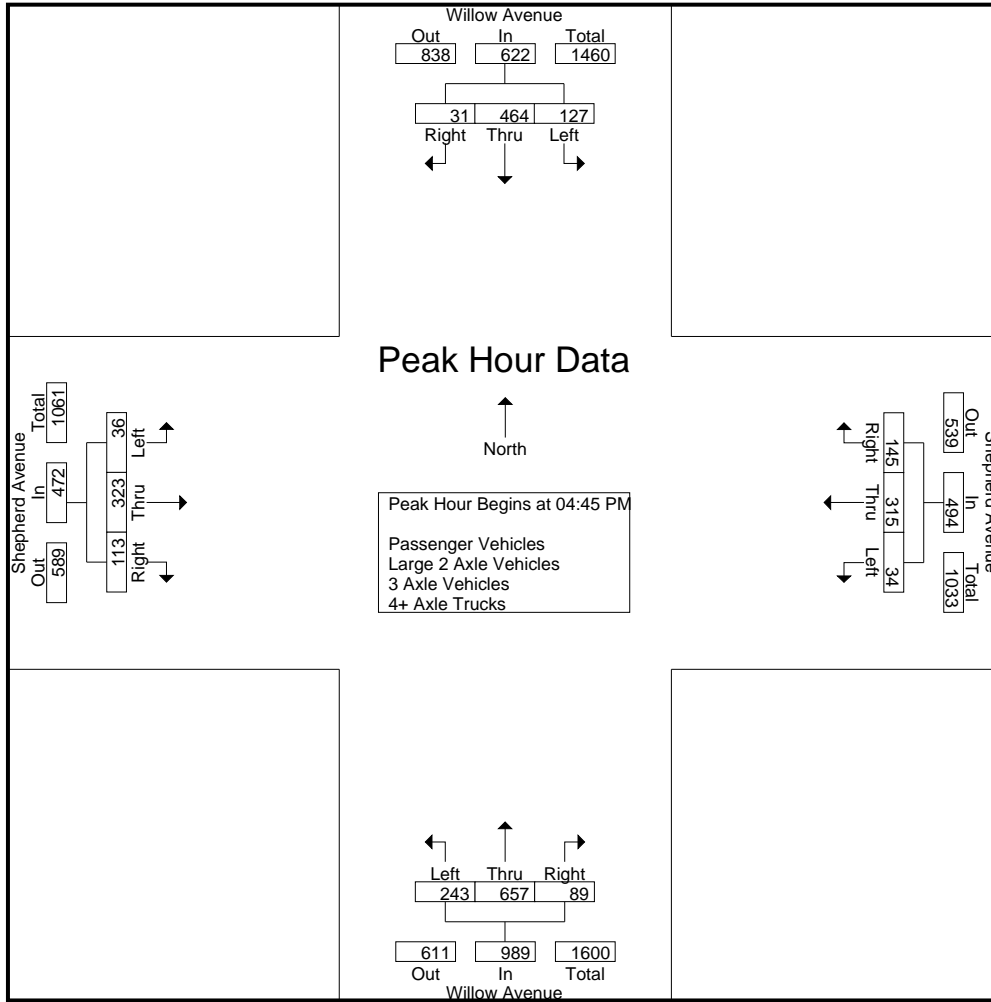
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	26	112	10	148	7	72	39	118	47	121	14	182	7	70	19	96	544
04:15 PM	32	130	16	178	10	65	31	106	35	140	10	185	6	64	24	94	563
04:30 PM	34	94	6	134	13	63	35	111	59	177	18	254	7	82	30	119	618
04:45 PM	29	119	8	156	8	83	34	125	59	159	13	231	11	83	33	127	639
Total	121	455	40	616	38	283	139	460	200	597	55	852	31	299	106	436	2364
05:00 PM	37	89	11	137	7	63	37	107	53	140	25	218	10	77	22	109	571
05:15 PM	29	129	8	166	12	79	44	135	53	193	21	267	8	80	25	113	681
05:30 PM	32	127	4	163	7	90	30	127	78	165	30	273	7	83	33	123	686
05:45 PM	32	111	7	150	20	80	27	127	41	162	22	225	13	73	37	123	625
Total	130	456	30	616	46	312	138	496	225	660	98	983	38	313	117	468	2563
Grand Total	251	911	70	1232	84	595	277	956	425	1257	153	1835	69	612	223	904	4927
Apprch %	20.4	73.9	5.7		8.8	62.2	29		23.2	68.5	8.3		7.6	67.7	24.7		
Total %	5.1	18.5	1.4	25	1.7	12.1	5.6	19.4	8.6	25.5	3.1	37.2	1.4	12.4	4.5	18.3	
Passenger Vehicles	249	899	70	1218	84	590	275	949	424	1251	150	1825	68	609	222	899	4891
% Passenger Vehicles	99.2	98.7	100	98.9	100	99.2	99.3	99.3	99.8	99.5	98	99.5	98.6	99.5	99.6	99.4	99.3
Large 2 Axle Vehicles	2	11	0	13	0	5	2	7	1	6	3	10	1	3	1	5	35
% Large 2 Axle Vehicles	0.8	1.2	0	1.1	0	0.8	0.7	0.7	0.2	0.5	2	0.5	1.4	0.5	0.4	0.6	0.7
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	29	119	8	156	8	83	34	125	59	159	13	231	11	83	33	127	639
05:00 PM	37	89	11	137	7	63	37	107	53	140	25	218	10	77	22	109	571
05:15 PM	29	129	8	166	12	79	44	135	53	193	21	267	8	80	25	113	681
05:30 PM	32	127	4	163	7	90	30	127	78	165	30	273	7	83	33	123	686
Total Volume	127	464	31	622	34	315	145	494	243	657	89	989	36	323	113	472	2577
% App. Total	20.4	74.6	5		6.9	63.8	29.4		24.6	66.4	9		7.6	68.4	23.9		
PHF	.858	.899	.705	.937	.708	.875	.824	.915	.779	.851	.742	.906	.818	.973	.856	.929	.939

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	29	119	8	156	7	63	37	107	59	159	13	231	11	83	33	127
+15 mins.	37	89	11	137	12	79	44	135	53	140	25	218	10	77	22	109
+30 mins.	29	129	8	166	7	90	30	127	53	193	21	267	8	80	25	113
+45 mins.	32	127	4	163	20	80	27	127	78	165	30	273	7	83	33	123
Total Volume	127	464	31	622	46	312	138	496	243	657	89	989	36	323	113	472
% App. Total	20.4	74.6	5		9.3	62.9	27.8		24.6	66.4	9		7.6	68.4	23.9	
PHF	.858	.899	.705	.937	.575	.867	.784	.919	.779	.851	.742	.906	.818	.973	.856	.929

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

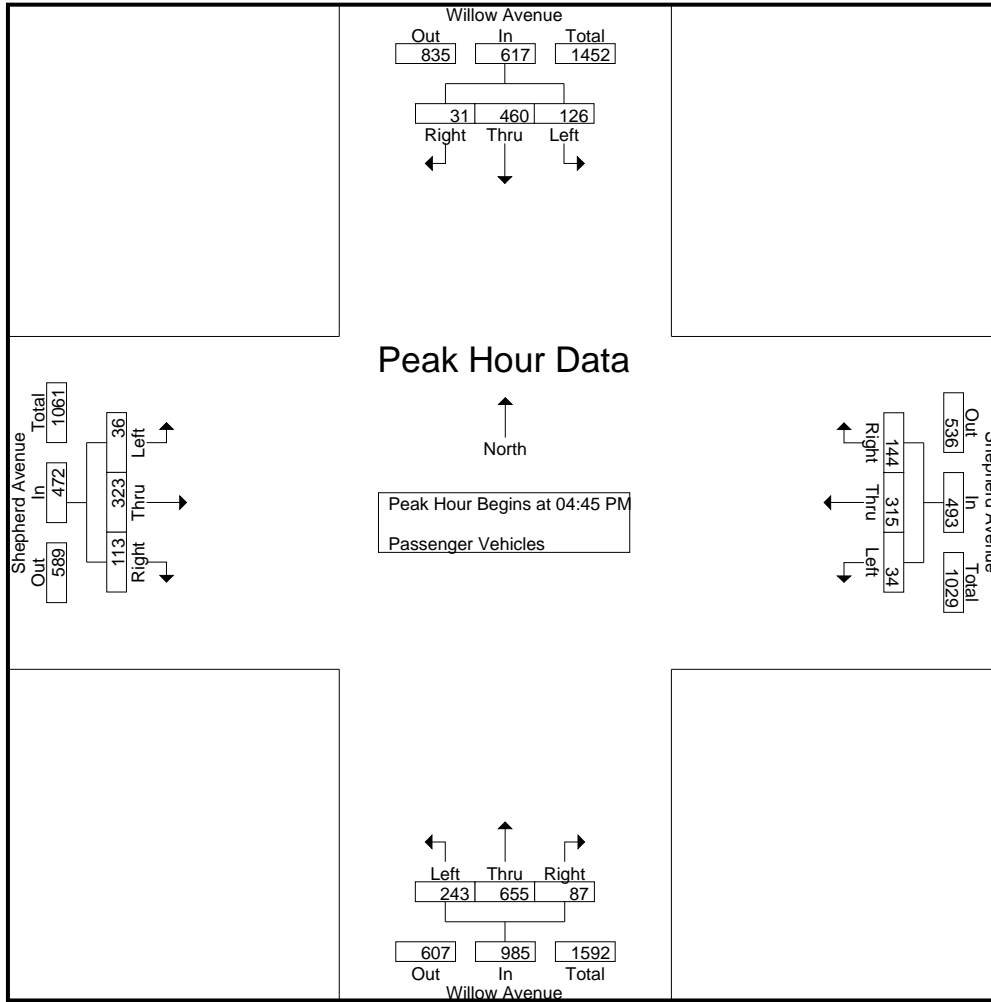
Groups Printed- Passenger Vehicles

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	26	110	10	146	7	71	38	116	47	120	14	181	7	69	19	95	538
04:15 PM	31	126	16	173	10	63	31	104	35	139	9	183	5	63	23	91	551
04:30 PM	34	93	6	133	13	61	35	109	59	176	18	253	7	82	30	119	614
04:45 PM	29	118	8	155	8	83	34	125	59	158	12	229	11	83	33	127	636
Total	120	447	40	607	38	278	138	454	200	593	53	846	30	297	105	432	2339
05:00 PM	37	88	11	136	7	63	37	107	53	140	25	218	10	77	22	109	570
05:15 PM	28	128	8	164	12	79	44	135	53	192	20	265	8	80	25	113	677
05:30 PM	32	126	4	162	7	90	29	126	78	165	30	273	7	83	33	123	684
05:45 PM	32	110	7	149	20	80	27	127	40	161	22	223	13	72	37	122	621
Total	129	452	30	611	46	312	137	495	224	658	97	979	38	312	117	467	2552
Grand Total	249	899	70	1218	84	590	275	949	424	1251	150	1825	68	609	222	899	4891
Apprch %	20.4	73.8	5.7		8.9	62.2	29		23.2	68.5	8.2		7.6	67.7	24.7		
Total %	5.1	18.4	1.4	24.9	1.7	12.1	5.6	19.4	8.7	25.6	3.1	37.3	1.4	12.5	4.5	18.4	

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	29	118	8	155	8	83	34	125	59	158	12	229	11	83	33	127	636
05:00 PM	37	88	11	136	7	63	37	107	53	140	25	218	10	77	22	109	570
05:15 PM	28	128	8	164	12	79	44	135	53	192	20	265	8	80	25	113	677
05:30 PM	32	126	4	162	7	90	29	126	78	165	30	273	7	83	33	123	684
Total Volume	126	460	31	617	34	315	144	493	243	655	87	985	36	323	113	472	2567
% App. Total	20.4	74.6	5		6.9	63.9	29.2		24.7	66.5	8.8		7.6	68.4	23.9		
PHF	.851	.898	.705	.941	.708	.875	.818	.913	.779	.853	.725	.902	.818	.973	.856	.929	.938

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	29	118	8	155	8	83	34	125	59	158	12	229	11	83	33	127
+15 mins.	37	88	11	136	7	63	37	107	53	140	25	218	10	77	22	109
+30 mins.	28	128	8	164	12	79	44	135	53	192	20	265	8	80	25	113
+45 mins.	32	126	4	162	7	90	29	126	78	165	30	273	7	83	33	123
Total Volume	126	460	31	617	34	315	144	493	243	655	87	985	36	323	113	472
% App. Total	20.4	74.6	5		6.9	63.9	29.2		24.7	66.5	8.8		7.6	68.4	23.9	
PHF	.851	.898	.705	.941	.708	.875	.818	.913	.779	.853	.725	.902	.818	.973	.856	.929

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

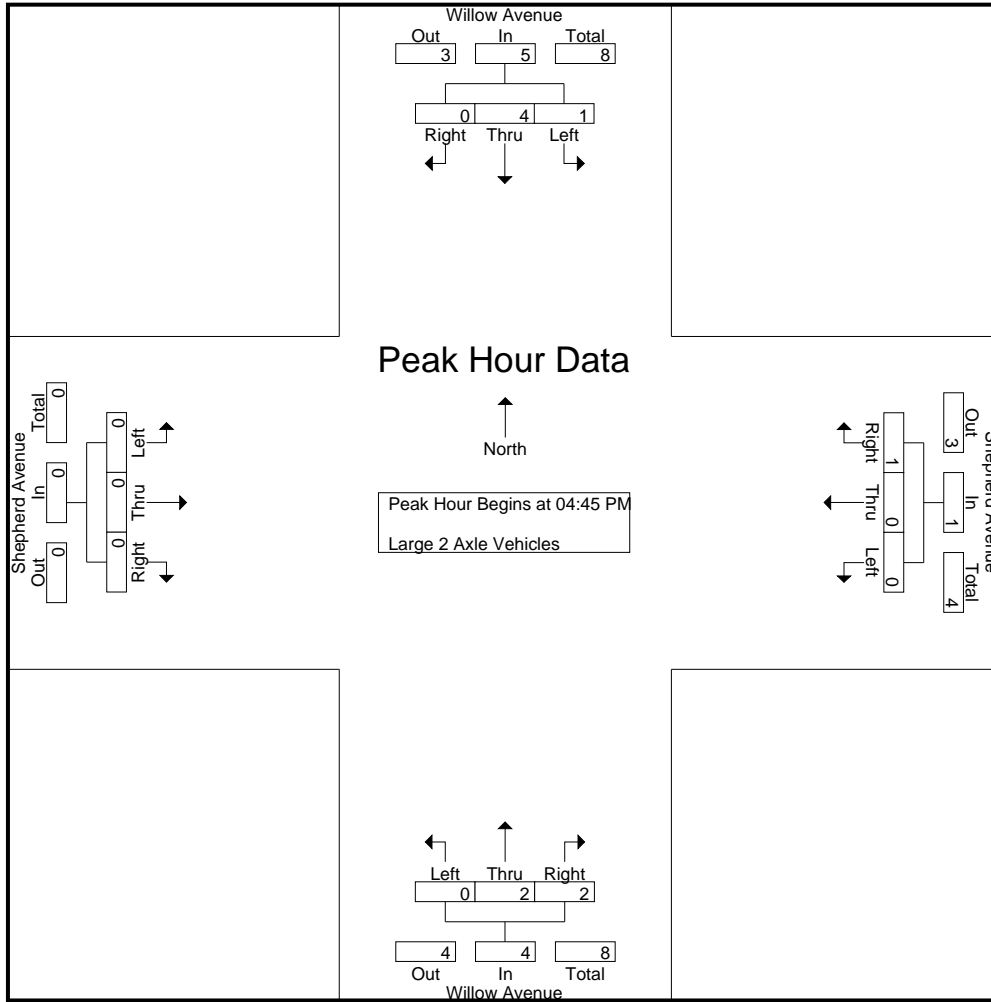
Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	1	1	2	0	1	0	1	0	1	0	1	5
04:15 PM	1	4	0	5	0	2	0	2	0	1	1	2	1	1	1	3	12
04:30 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
04:45 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
Total	1	7	0	8	0	5	1	6	0	4	2	6	1	2	1	4	24
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
05:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1	4
Total	1	4	0	5	0	0	1	1	1	2	1	4	0	1	0	1	11
Grand Total	2	11	0	13	0	5	2	7	1	6	3	10	1	3	1	5	35
Apprch %	15.4	84.6	0		0	71.4	28.6		10	60	30		20	60	20		
Total %	5.7	31.4	0	37.1	0	14.3	5.7	20	2.9	17.1	8.6	28.6	2.9	8.6	2.9	14.3	

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
05:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total Volume	1	4	0	5	0	0	1	1	0	2	2	4	0	0	0	0	10
% App. Total	20	80	0		0	0	100		0	50	50		0	0	0		
PHF	.250	1.00	.000	.625	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.000	.000	.625

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	1	4	0	5	0	0	1	1	0	2	2	4	0	0	0	0
% App. Total	20	80	0	100	0	0	100	100	0	50	50	100	0	0	0	0
PHF	.250	1.000	.000	.625	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

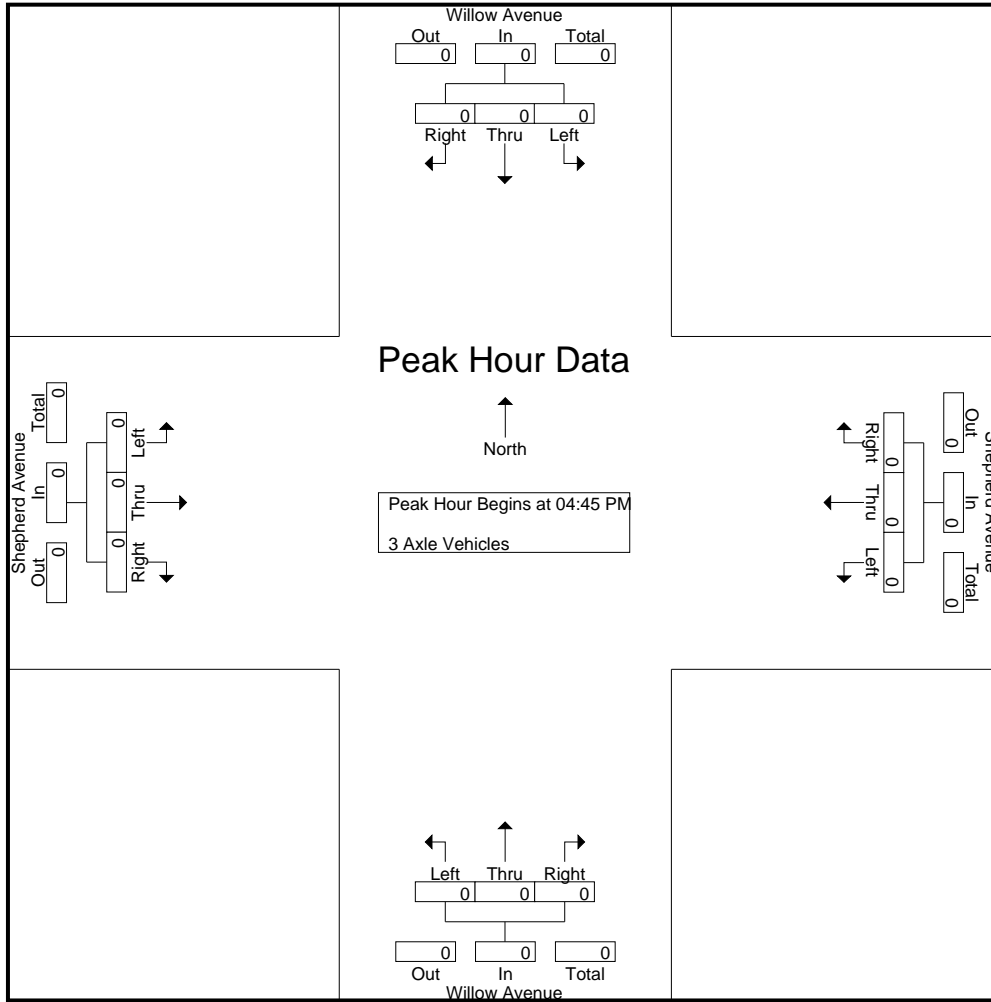
Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0			
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0			

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

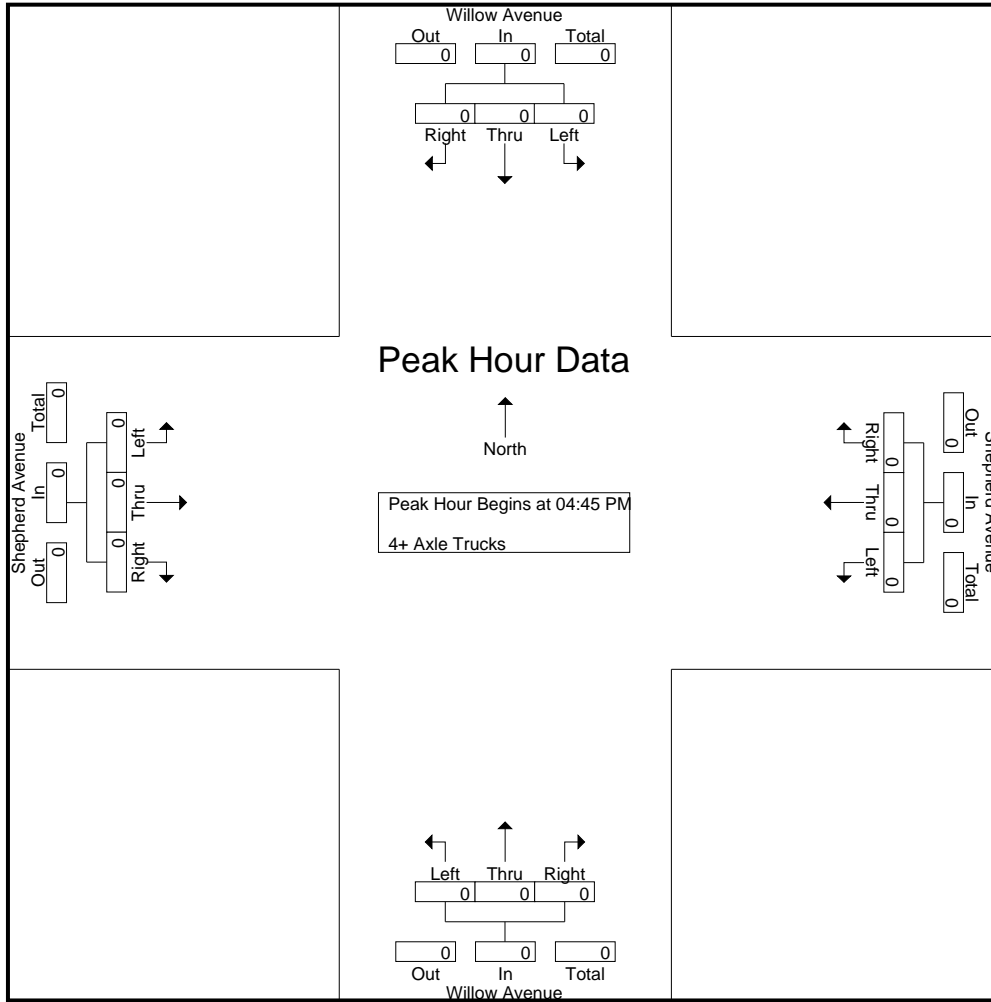
Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Willow Avenue	East Leg Shepherd Avenue	South Leg Willow Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	1	3

	North Leg Willow Avenue	East Leg Shepherd Avenue	South Leg Willow Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	1	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	1	0	0	2
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	1	1	1	4	7

Location: Clovis
 N/S: Willow Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Willow Avenue			Westbound Shepherd Avenue			Northbound Willow Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	1	0	0	0	0	2	0	1	0	0	0	5
7:15 AM	0	6	0	0	1	0	0	3	0	0	0	2	12
7:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	3
7:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
8:15 AM	1	1	0	0	0	1	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	3	0	0	0	1	0	1	0	0	1	0	6
TOTAL VOLUMES:	2	16	1	0	2	3	2	5	1	0	2	2	36

	Southbound Willow Avenue			Westbound Shepherd Avenue			Northbound Willow Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	2	0	0	0	0	0	0	0	0	1	0	0	3
4:30 PM	1	0	2	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	2	0	0	1	0	1	0	0	0	0	4
TOTAL VOLUMES:	4	1	4	0	0	1	0	2	0	1	0	0	13

City of Clovis
 N/S: Minnewawa Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 04_CVS_Min_Int AM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Minnewawa Avenue Southbound				International Avenue Westbound				Minnewawa Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	34	0	34	0	0	0	0	27	42	0	69	1	0	9	10	113
07:15 AM	0	45	0	45	0	0	0	0	64	43	0	107	0	0	10	10	162
07:30 AM	0	77	2	79	0	0	0	0	98	45	0	143	1	0	25	26	248
07:45 AM	0	69	1	70	0	0	0	0	110	57	0	167	0	0	29	29	266
Total	0	225	3	228	0	0	0	0	299	187	0	486	2	0	73	75	789
08:00 AM	0	54	3	57	0	1	0	1	42	51	0	93	0	0	36	36	187
08:15 AM	0	50	0	50	0	0	0	0	15	47	1	63	0	0	9	9	122
08:30 AM	0	50	0	50	1	0	0	1	14	48	0	62	0	0	6	6	119
08:45 AM	0	40	0	40	0	0	0	0	12	38	0	50	0	0	9	9	99
Total	0	194	3	197	1	1	0	2	83	184	1	268	0	0	60	60	527
Grand Total	0	419	6	425	1	1	0	2	382	371	1	754	2	0	133	135	1316
Apprch %	0	98.6	1.4		50	50	0		50.7	49.2	0.1		1.5	0	98.5		
Total %	0	31.8	0.5	32.3	0.1	0.1	0	0.2	29	28.2	0.1	57.3	0.2	0	10.1	10.3	

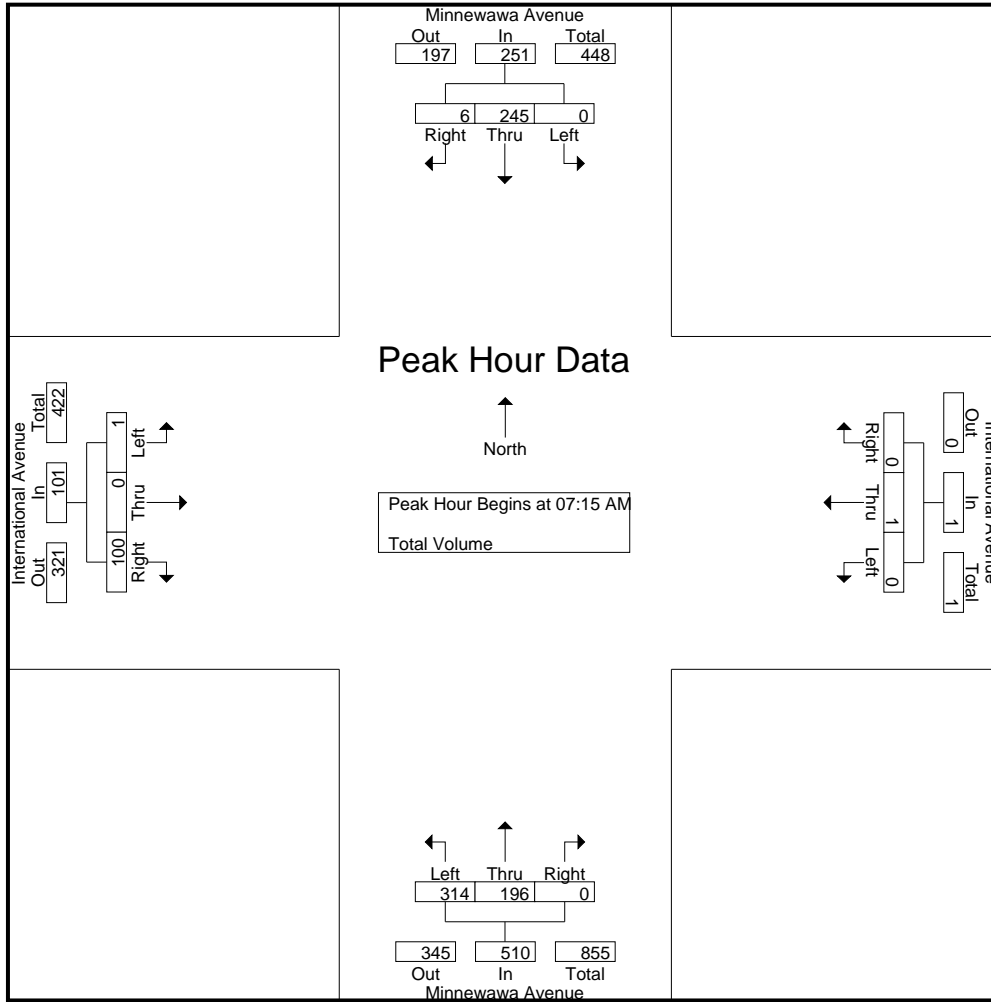
Start Time	Minnewawa Avenue Southbound				International Avenue Westbound				Minnewawa Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	45	0	45	0	0	0	0	64	43	0	107	0	0	10	10	162
07:30 AM	0	77	2	79	0	0	0	0	98	45	0	143	1	0	25	26	248
07:45 AM	0	69	1	70	0	0	0	0	110	57	0	167	0	0	29	29	266
08:00 AM	0	54	3	57	0	1	0	1	42	51	0	93	0	0	36	36	187
Total Volume	0	245	6	251	0	1	0	1	314	196	0	510	1	0	100	101	863
% App. Total	0	97.6	2.4		0	100	0		61.6	38.4	0		1	0	99		
PHF	.000	.795	.500	.794	.000	.250	.000	.250	.714	.860	.000	.763	.250	.000	.694	.701	.811

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 04_CVS_Min_Int AM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:15 AM				07:15 AM			
+0 mins.	0	77	2	79	0	0	0	0	64	43	0	107	0	0	10	10
+15 mins.	0	69	1	70	0	1	0	0	98	45	0	143	1	0	25	26
+30 mins.	0	54	3	57	0	0	0	0	110	57	0	167	0	0	29	29
+45 mins.	0	50	0	50	1	0	0	1	42	51	0	93	0	0	36	36
Total Volume	0	250	6	256	1	1	0	2	314	196	0	510	1	0	100	101
% App. Total	0	97.7	2.3		50	50	0		61.6	38.4	0		1	0	99	
PHF	.000	.812	.500	.810	.250	.250	.000	.500	.714	.860	.000	.763	.250	.000	.694	.701

City of Clovis
 N/S: Minnewawa Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 04_CVS_Min_Int PM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Minnewawa Avenue Southbound				International Avenue Westbound				Minnewawa Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	56	0	56	0	0	0	0	14	52	0	66	0	0	24	24	146
04:15 PM	0	76	0	76	0	1	0	1	18	52	1	71	0	0	15	15	163
04:30 PM	0	57	0	57	0	0	0	0	29	51	1	81	1	0	10	11	149
04:45 PM	0	55	1	56	0	0	0	0	26	44	0	70	3	0	16	19	145
Total	0	244	1	245	0	1	0	1	87	199	2	288	4	0	65	69	603
05:00 PM	0	54	1	55	0	0	0	0	22	49	0	71	0	0	10	10	136
05:15 PM	0	65	1	66	0	0	0	0	24	68	0	92	0	0	17	17	175
05:30 PM	0	58	1	59	0	1	0	1	17	57	2	76	0	0	8	8	144
05:45 PM	0	34	0	34	0	0	0	0	14	47	0	61	0	0	9	9	104
Total	0	211	3	214	0	1	0	1	77	221	2	300	0	0	44	44	559
Grand Total	0	455	4	459	0	2	0	2	164	420	4	588	4	0	109	113	1162
Apprch %	0	99.1	0.9		0	100	0		27.9	71.4	0.7		3.5	0	96.5		
Total %	0	39.2	0.3	39.5	0	0.2	0	0.2	14.1	36.1	0.3	50.6	0.3	0	9.4	9.7	

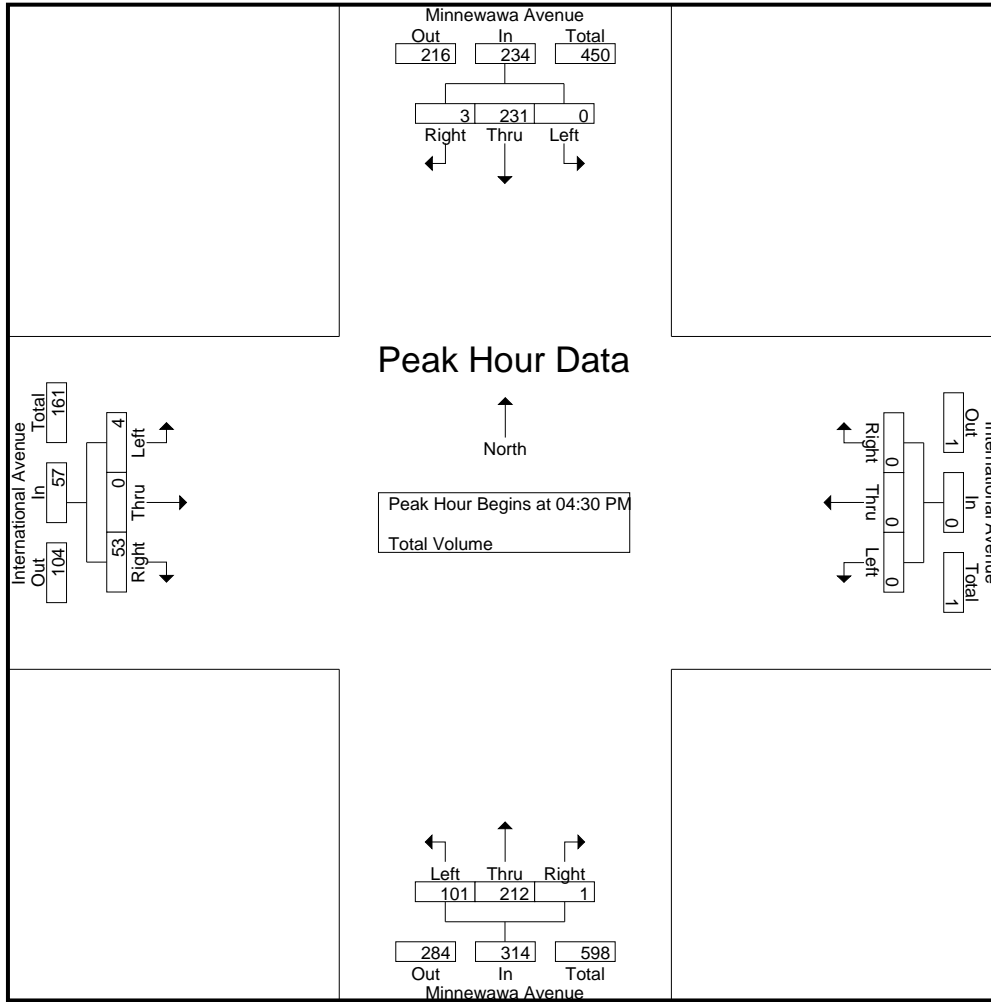
Start Time	Minnewawa Avenue Southbound				International Avenue Westbound				Minnewawa Avenue Northbound				International Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	57	0	57	0	0	0	0	29	51	1	81	1	0	10	11	149
04:45 PM	0	55	1	56	0	0	0	0	26	44	0	70	3	0	16	19	145
05:00 PM	0	54	1	55	0	0	0	0	22	49	0	71	0	0	10	10	136
05:15 PM	0	65	1	66	0	0	0	0	24	68	0	92	0	0	17	17	175
Total Volume	0	231	3	234	0	0	0	0	101	212	1	314	4	0	53	57	605
% App. Total	0	98.7	1.3		0	0	0		32.2	67.5	0.3		7	0	93		
PHF	.000	.888	.750	.886	.000	.000	.000	.000	.871	.779	.250	.853	.333	.000	.779	.750	.864

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: International Avenue
 Weather: Clear

File Name : 04_CVS_Min_Int PM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	56	0	56	0	0	0	0	29	51	1	81	0	0	24	24
+15 mins.	0	76	0	76	0	1	0	1	26	44	0	70	0	0	0	15
+30 mins.	0	57	0	57	0	0	0	0	22	49	0	71	1	0	0	11
+45 mins.	0	55	1	56	0	0	0	0	24	68	0	92	3	0	0	19
Total Volume	0	244	1	245	0	1	0	1	101	212	1	314	4	0	65	69
% App. Total	0	99.6	0.4		0	100	0		32.2	67.5	0.3		5.8	0	94.2	
PHF	.000	.803	.250	.806	.000	.250	.000	.250	.871	.779	.250	.853	.333	.000	.677	.719

Location: Clovis
 N/S: Minnewawa Avenue
 E/W: International Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Minnewawa Avenue	East Leg International Avenue	South Leg Minnewawa Avenue	West Leg International Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Minnewawa Avenue	East Leg International Avenue	South Leg Minnewawa Avenue	West Leg International Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Clovis
 N/S: Minnewawa Avenue
 E/W: International Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Minnewawa Avenue			Westbound International Avenue			Northbound Minnewawa Avenue			Eastbound International Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	0	0	4	0	0	0	0	7

	Southbound Minnewawa Avenue			Westbound International Avenue			Northbound Minnewawa Avenue			Eastbound International Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 05_CVS_Min_Beh AM
 Site Code : 00322473
 Start Date : 5/24/2022
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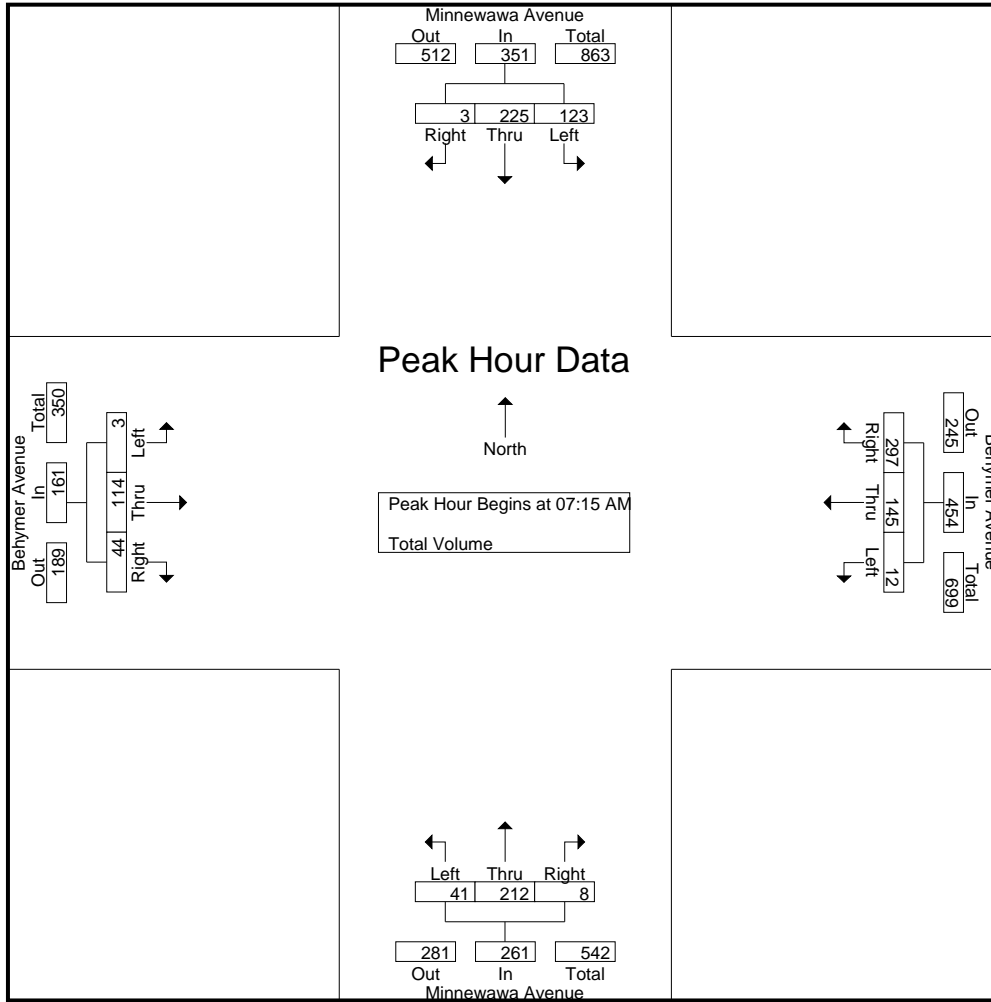
Groups Printed- Total Volume

Start Time	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	18	23	0	41	3	15	36	54	3	31	1	35	0	13	9	22	152
07:15 AM	15	43	1	59	5	38	62	105	4	47	1	52	0	12	8	20	236
07:30 AM	24	75	0	99	6	34	102	142	8	46	1	55	2	29	12	43	339
07:45 AM	45	57	1	103	1	33	93	127	16	74	6	96	1	33	10	44	370
Total	102	198	2	302	15	120	293	428	31	198	9	238	3	87	39	129	1097
08:00 AM	39	50	1	90	0	40	40	80	13	45	0	58	0	40	14	54	282
08:15 AM	21	44	2	67	0	24	23	47	2	40	1	43	4	33	12	49	206
08:30 AM	12	39	2	53	1	19	26	46	5	33	0	38	2	8	11	21	158
08:45 AM	15	33	1	49	1	17	17	35	5	35	0	40	0	9	6	15	139
Total	87	166	6	259	2	100	106	208	25	153	1	179	6	90	43	139	785
Grand Total	189	364	8	561	17	220	399	636	56	351	10	417	9	177	82	268	1882
Apprch %	33.7	64.9	1.4		2.7	34.6	62.7		13.4	84.2	2.4		3.4	66	30.6		
Total %	10	19.3	0.4	29.8	0.9	11.7	21.2	33.8	3	18.7	0.5	22.2	0.5	9.4	4.4	14.2	

Start Time	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	43	1	59	5	38	62	105	4	47	1	52	0	12	8	20	236
07:30 AM	24	75	0	99	6	34	102	142	8	46	1	55	2	29	12	43	339
07:45 AM	45	57	1	103	1	33	93	127	16	74	6	96	1	33	10	44	370
08:00 AM	39	50	1	90	0	40	40	80	13	45	0	58	0	40	14	54	282
Total Volume	123	225	3	351	12	145	297	454	41	212	8	261	3	114	44	161	1227
% App. Total	35	64.1	0.9		2.6	31.9	65.4		15.7	81.2	3.1		1.9	70.8	27.3		
PHF	.683	.750	.750	.852	.500	.906	.728	.799	.641	.716	.333	.680	.375	.713	.786	.745	.829

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 05_CVS_Min_Beh AM
 Site Code : 00322473
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	24	75	0	99	5	38	62	105	4	47	1	52	2	29	12	43
+15 mins.	45	57	1	103	6	34	102	142	8	46	1	55	1	33	10	44
+30 mins.	39	50	1	90	1	33	93	127	16	74	6	96	0	40	14	54
+45 mins.	21	44	2	67	0	40	40	80	13	45	0	58	4	33	12	49
Total Volume	129	226	4	359	12	145	297	454	41	212	8	261	7	135	48	190
% App. Total	35.9	63	1.1		2.6	31.9	65.4		15.7	81.2	3.1		3.7	71.1	25.3	
PHF	.717	.753	.500	.871	.500	.906	.728	.799	.641	.716	.333	.680	.438	.844	.857	.880

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 05_CVS_Min_Beh PM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	33	47	3	83	1	15	25	41	9	41	3	53	1	25	5	31	208
04:15 PM	34	53	0	87	0	13	18	31	7	52	0	59	0	9	5	14	191
04:30 PM	24	44	1	69	0	17	29	46	9	50	0	59	1	13	7	21	195
04:45 PM	25	49	0	74	1	20	24	45	11	40	0	51	3	24	11	38	208
Total	116	193	4	313	2	65	96	163	36	183	3	222	5	71	28	104	802
05:00 PM	25	37	0	62	1	28	28	57	10	44	2	56	0	15	4	19	194
05:15 PM	26	56	0	82	3	20	30	53	13	66	1	80	0	16	8	24	239
05:30 PM	19	48	2	69	1	18	17	36	12	55	3	70	0	14	7	21	196
05:45 PM	20	25	0	45	2	18	23	43	12	40	2	54	0	19	5	24	166
Total	90	166	2	258	7	84	98	189	47	205	8	260	0	64	24	88	795
Grand Total	206	359	6	571	9	149	194	352	83	388	11	482	5	135	52	192	1597
Apprch %	36.1	62.9	1.1		2.6	42.3	55.1		17.2	80.5	2.3		2.6	70.3	27.1		
Total %	12.9	22.5	0.4	35.8	0.6	9.3	12.1	22	5.2	24.3	0.7	30.2	0.3	8.5	3.3	12	

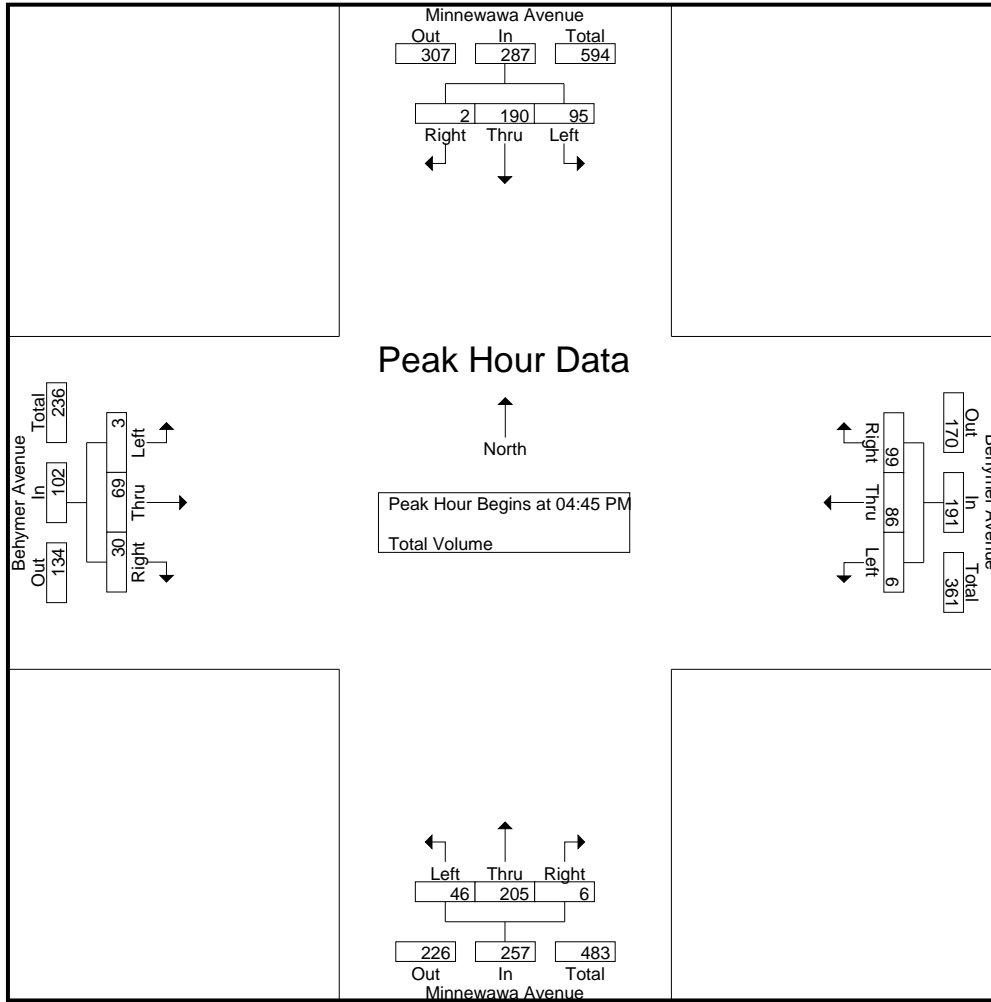
Start Time	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	25	49	0	74	1	20	24	45	11	40	0	51	3	24	11	38	208
05:00 PM	25	37	0	62	1	28	28	57	10	44	2	56	0	15	4	19	194
05:15 PM	26	56	0	82	3	20	30	53	13	66	1	80	0	16	8	24	239
05:30 PM	19	48	2	69	1	18	17	36	12	55	3	70	0	14	7	21	196
Total Volume	95	190	2	287	6	86	99	191	46	205	6	257	3	69	30	102	837
% App. Total	33.1	66.2	0.7		3.1	45	51.8		17.9	79.8	2.3		2.9	67.6	29.4		
PHF	.913	.848	.250	.875	.500	.768	.825	.838	.885	.777	.500	.803	.250	.719	.682	.671	.876

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 05_CVS_Min_Beh PM
 Site Code : 00322473
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	33	47	3	83	0	17	29	46	10	44	2	56	1	25	5	31
+15 mins.	34	53	0	87	1	20	24	45	13	66	1	80	0	9	5	14
+30 mins.	24	44	1	69	1	28	28	57	12	55	3	70	1	13	7	21
+45 mins.	25	49	0	74	3	20	30	53	12	40	2	54	3	24	11	38
Total Volume	116	193	4	313	5	85	111	201	47	205	8	260	5	71	28	104
% App. Total	37.1	61.7	1.3		2.5	42.3	55.2		18.1	78.8	3.1		4.8	68.3	26.9	
PHF	.853	.910	.333	.899	.417	.759	.925	.882	.904	.777	.667	.813	.417	.710	.636	.684

Location: Clovis
 N/S: Minnewawa Avenue
 E/W: Behymer Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Minnewawa Avenue	East Leg Behymer Avenue	South Leg Minnewawa Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Minnewawa Avenue	East Leg Behymer Avenue	South Leg Minnewawa Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Clovis
 N/S: Minnewawa Avenue
 E/W: Behymer Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Minnewawa Avenue			Westbound Behymer Avenue			Northbound Minnewawa Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	1	1	2	0	0	0	0	7

	Southbound Minnewawa Avenue			Westbound Behymer Avenue			Northbound Minnewawa Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

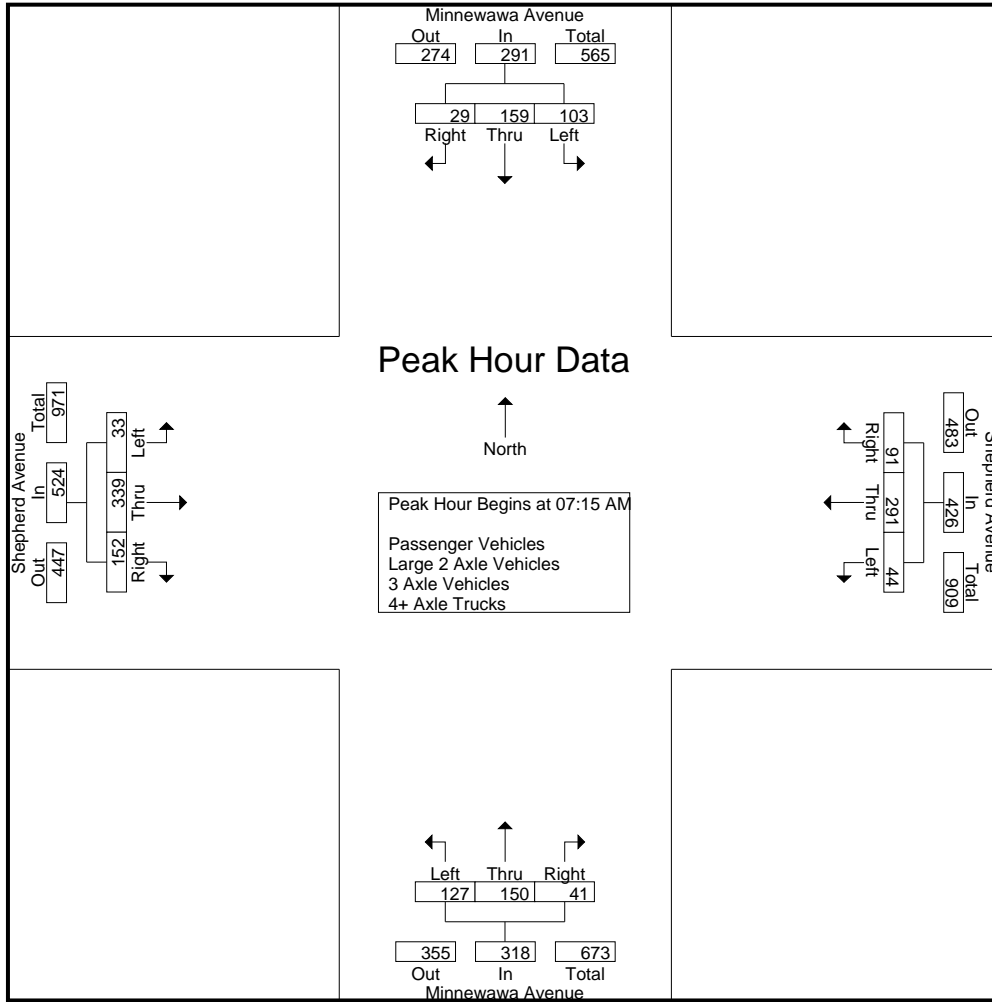
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	26	2	32	8	68	13	89	13	21	2	36	2	50	18	70	227
07:15 AM	12	41	10	63	13	68	15	96	27	35	6	68	7	70	26	103	330
07:30 AM	28	49	11	88	19	74	18	111	39	38	14	91	13	76	41	130	420
07:45 AM	33	36	6	75	8	82	38	128	37	46	16	99	9	102	48	159	461
Total	77	152	29	258	48	292	84	424	116	140	38	294	31	298	133	462	1438
08:00 AM	30	33	2	65	4	67	20	91	24	31	5	60	4	91	37	132	348
08:15 AM	28	24	2	54	6	87	16	109	17	22	4	43	9	74	20	103	309
08:30 AM	14	36	0	50	1	78	15	94	18	23	3	44	4	70	11	85	273
08:45 AM	15	23	5	43	4	82	17	103	19	24	2	45	2	63	7	72	263
Total	87	116	9	212	15	314	68	397	78	100	14	192	19	298	75	392	1193
Grand Total	164	268	38	470	63	606	152	821	194	240	52	486	50	596	208	854	2631
Apprch %	34.9	57	8.1		7.7	73.8	18.5		39.9	49.4	10.7		5.9	69.8	24.4		
Total %	6.2	10.2	1.4	17.9	2.4	23	5.8	31.2	7.4	9.1	2	18.5	1.9	22.7	7.9	32.5	
Passenger Vehicles	152	265	37	454	63	596	139	798	194	228	51	473	49	583	205	837	2562
% Passenger Vehicles	92.7	98.9	97.4	96.6	100	98.3	91.4	97.2	100	95	98.1	97.3	98	97.8	98.6	98	97.4
Large 2 Axle Vehicles	5	2	1	8	0	6	10	16	0	6	1	7	1	9	3	13	44
% Large 2 Axle Vehicles	3	0.7	2.6	1.7	0	1	6.6	1.9	0	2.5	1.9	1.4	2	1.5	1.4	1.5	1.7
3 Axle Vehicles	6	1	0	7	0	3	3	6	0	3	0	3	0	4	0	4	20
% 3 Axle Vehicles	3.7	0.4	0	1.5	0	0.5	2	0.7	0	1.2	0	0.6	0	0.7	0	0.5	0.8
4+ Axle Trucks	1	0	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
% 4+ Axle Trucks	0.6	0	0	0.2	0	0.2	0	0.1	0	1.2	0	0.6	0	0	0	0	0.2

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	41	10	63	13	68	15	96	27	35	6	68	7	70	26	103	330
07:30 AM	28	49	11	88	19	74	18	111	39	38	14	91	13	76	41	130	420
07:45 AM	33	36	6	75	8	82	38	128	37	46	16	99	9	102	48	159	461
08:00 AM	30	33	2	65	4	67	20	91	24	31	5	60	4	91	37	132	348
Total Volume	103	159	29	291	44	291	91	426	127	150	41	318	33	339	152	524	1559
% App. Total	35.4	54.6	10		10.3	68.3	21.4		39.9	47.2	12.9		6.3	64.7	29		
PHF	.780	.811	.659	.827	.579	.887	.599	.832	.814	.815	.641	.803	.635	.831	.792	.824	.845

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	12	41	10	63	19	74	18	111	27	35	6	68	7	70	26	103
+15 mins.	28	49	11	88	8	82	38	128	39	38	14	91	13	76	41	130
+30 mins.	33	36	6	75	4	67	20	91	37	46	16	99	9	102	48	159
+45 mins.	30	33	2	65	6	87	16	109	24	31	5	60	4	91	37	132
Total Volume	103	159	29	291	37	310	92	439	127	150	41	318	33	339	152	524
% App. Total	35.4	54.6	10		8.4	70.6	21		39.9	47.2	12.9		6.3	64.7	29	
PHF	.780	.811	.659	.827	.487	.891	.605	.857	.814	.815	.641	.803	.635	.831	.792	.824

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Groups Printed- Passenger Vehicles

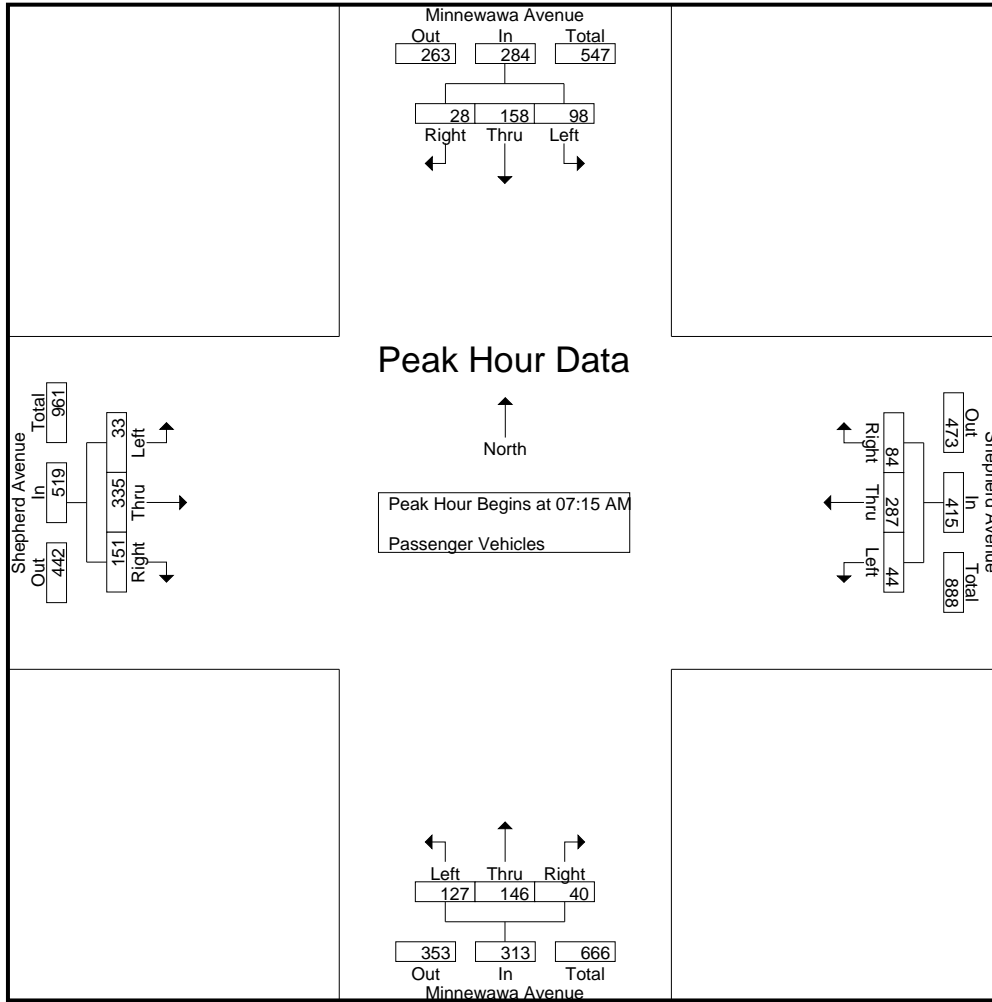
Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	26	2	32	8	65	12	85	13	19	2	34	2	49	18	69	220
07:15 AM	12	41	9	62	13	68	13	94	27	32	6	65	7	70	26	103	324
07:30 AM	28	49	11	88	19	74	17	110	39	38	13	90	13	74	41	128	416
07:45 AM	28	36	6	70	8	81	36	125	37	46	16	99	9	100	48	157	451
Total	72	152	28	252	48	288	78	414	116	135	37	288	31	293	133	457	1411
08:00 AM	30	32	2	64	4	64	18	86	24	30	5	59	4	91	36	131	340
08:15 AM	25	24	2	51	6	86	14	106	17	20	4	41	8	70	20	98	296
08:30 AM	11	36	0	47	1	77	14	92	18	21	3	42	4	67	11	82	263
08:45 AM	14	21	5	40	4	81	15	100	19	22	2	43	2	62	5	69	252
Total	80	113	9	202	15	308	61	384	78	93	14	185	18	290	72	380	1151
Grand Total	152	265	37	454	63	596	139	798	194	228	51	473	49	583	205	837	2562
Apprch %	33.5	58.4	8.1		7.9	74.7	17.4		41	48.2	10.8		5.9	69.7	24.5		
Total %	5.9	10.3	1.4	17.7	2.5	23.3	5.4	31.1	7.6	8.9	2	18.5	1.9	22.8	8	32.7	

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	12	41	9	62	13	68	13	94	27	32	6	65	7	70	26	103	324
07:30 AM	28	49	11	88	19	74	17	110	39	38	13	90	13	74	41	128	416
07:45 AM	28	36	6	70	8	81	36	125	37	46	16	99	9	100	48	157	451
08:00 AM	30	32	2	64	4	64	18	86	24	30	5	59	4	91	36	131	340
Total Volume	98	158	28	284	44	287	84	415	127	146	40	313	33	335	151	519	1531
% App. Total	34.5	55.6	9.9		10.6	69.2	20.2		40.6	46.6	12.8		6.4	64.5	29.1		
PHF	.817	.806	.636	.807	.579	.886	.583	.830	.814	.793	.625	.790	.635	.838	.786	.826	.849

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	12	41	9	62	13	68	13	94	27	32	6	65	7	70	26	103
+15 mins.	28	49	11	88	19	74	17	110	39	38	13	90	13	74	41	128
+30 mins.	28	36	6	70	8	81	36	125	37	46	16	99	9	100	48	157
+45 mins.	30	32	2	64	4	64	18	86	24	30	5	59	4	91	36	131
Total Volume	98	158	28	284	44	287	84	415	127	146	40	313	33	335	151	519
% App. Total	34.5	55.6	9.9		10.6	69.2	20.2		40.6	46.6	12.8		6.4	64.5	29.1	
PHF	.817	.806	.636	.807	.579	.886	.583	.830	.814	.793	.625	.790	.635	.838	.786	.826

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	1	4	0	1	0	1	0	1	0	1	6
07:15 AM	0	0	1	1	0	0	1	1	0	3	0	3	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	4
07:45 AM	2	0	0	2	0	1	2	3	0	0	0	0	0	1	0	1	6
Total	2	0	1	3	0	4	5	9	0	4	1	5	0	4	0	4	21
08:00 AM	0	1	0	1	0	0	2	2	0	1	0	1	0	0	1	1	5
08:15 AM	2	0	0	2	0	1	2	3	0	0	0	0	1	3	0	4	9
08:30 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	4
08:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	2	3	5
Total	3	2	0	5	0	2	5	7	0	2	0	2	1	5	3	9	23
Grand Total	5	2	1	8	0	6	10	16	0	6	1	7	1	9	3	13	44
Apprch %	62.5	25	12.5		0	37.5	62.5		0	85.7	14.3		7.7	69.2	23.1		
Total %	11.4	4.5	2.3	18.2	0	13.6	22.7	36.4	0	13.6	2.3	15.9	2.3	20.5	6.8	29.5	

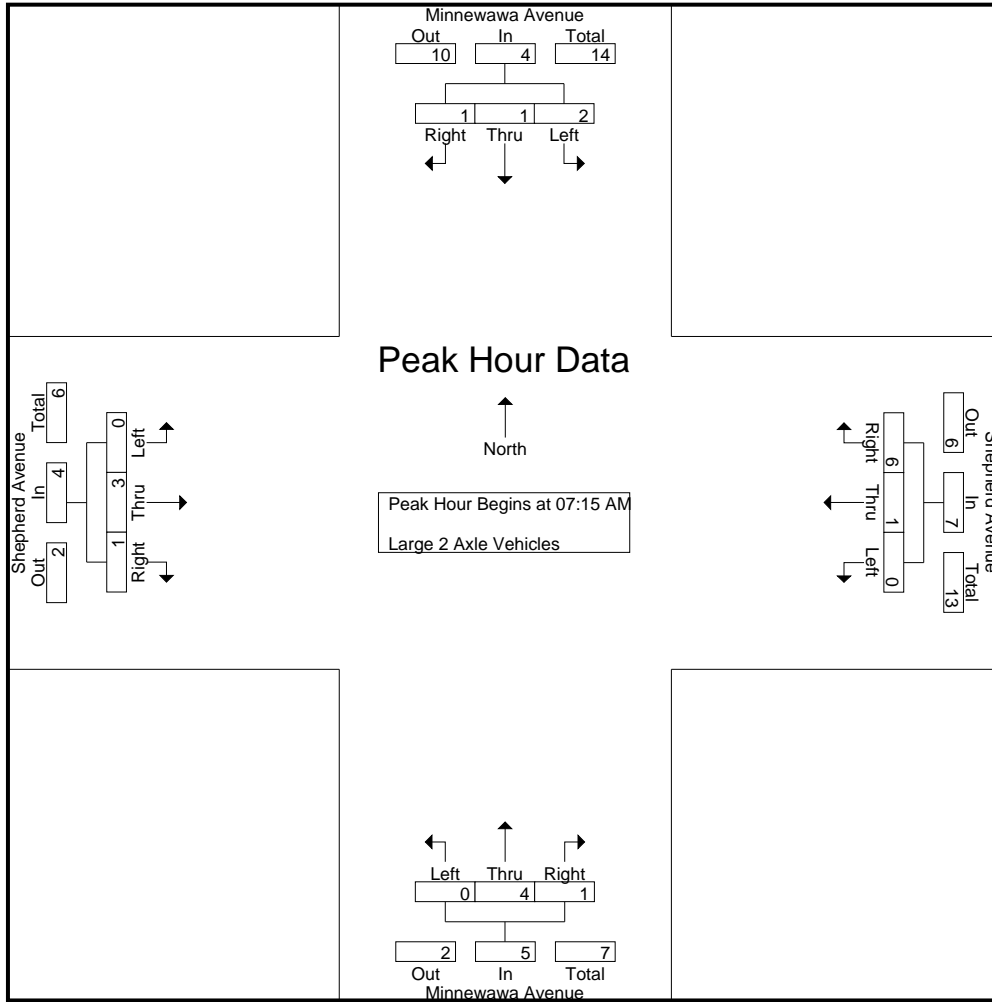
Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	1	1	0	0	1	1	0	3	0	3	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	4
07:45 AM	2	0	0	2	0	1	2	3	0	0	0	0	0	1	0	1	6
08:00 AM	0	1	0	1	0	0	2	2	0	1	0	1	0	0	1	1	5
Total Volume	2	1	1	4	0	1	6	7	0	4	1	5	0	3	1	4	20
% App. Total	50	25	25		0	14.3	85.7		0	80	20		0	75	25		
PHF	.250	.250	.250	.500	.000	.250	.750	.583	.000	.333	.250	.417	.000	.375	.250	.500	.833

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	1	1	0	3	0	3	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2
+30 mins.	2	0	0	2	0	1	2	3	0	0	0	0	0	1	0	1
+45 mins.	0	1	0	1	0	0	2	2	0	1	0	1	0	0	1	1
Total Volume	2	1	1	4	0	1	6	7	0	4	1	5	0	3	1	4
% App. Total	50	25	25		0	14.3	85.7		0	80	20		0	75	25	
PHF	.250	.250	.250	.500	.000	.250	.750	.583	.000	.333	.250	.417	.000	.375	.250	.500

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	3	0	0	3	0	0	1	1	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
08:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
08:45 AM	1	1	0	2	0	0	2	2	0	2	0	2	0	0	0	0	6
Total	3	1	0	4	0	3	2	5	0	3	0	3	0	3	0	3	15
Grand Total	6	1	0	7	0	3	3	6	0	3	0	3	0	4	0	4	20
Apprch %	85.7	14.3	0		0	50	50		0	100	0		0	100	0		
Total %	30	5	0	35	0	15	15	30	0	15	0	15	0	20	0	20	

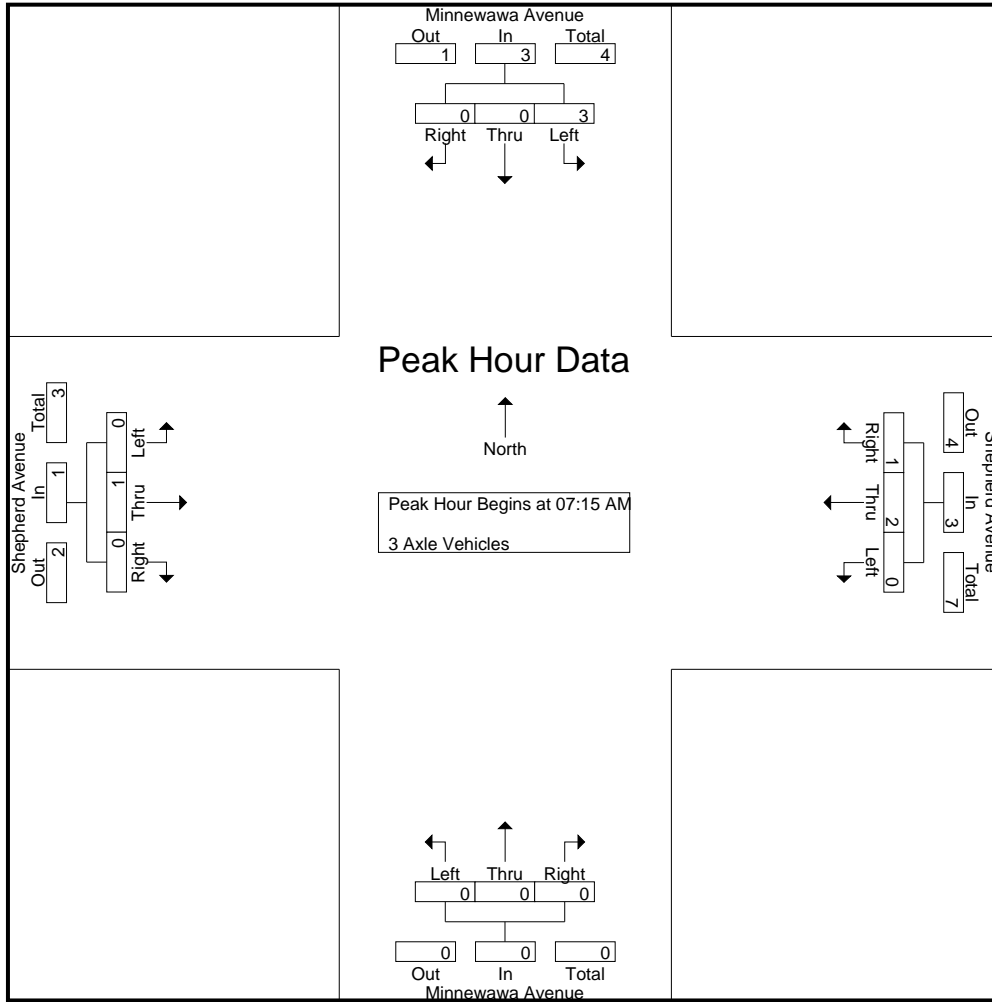
Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	3	0	0	3	0	2	1	3	0	0	0	0	0	1	0	1	7
% App. Total	100	0	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250	.438

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	0	2	1	3	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	66.7	33.3		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
Grand Total	1	0	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
Apprch %	100	0	0		0	100	0		0	100	0		0	0	0		
Total %	20	0	0	20	0	20	0	20	0	60	0	60	0	0	0	0	

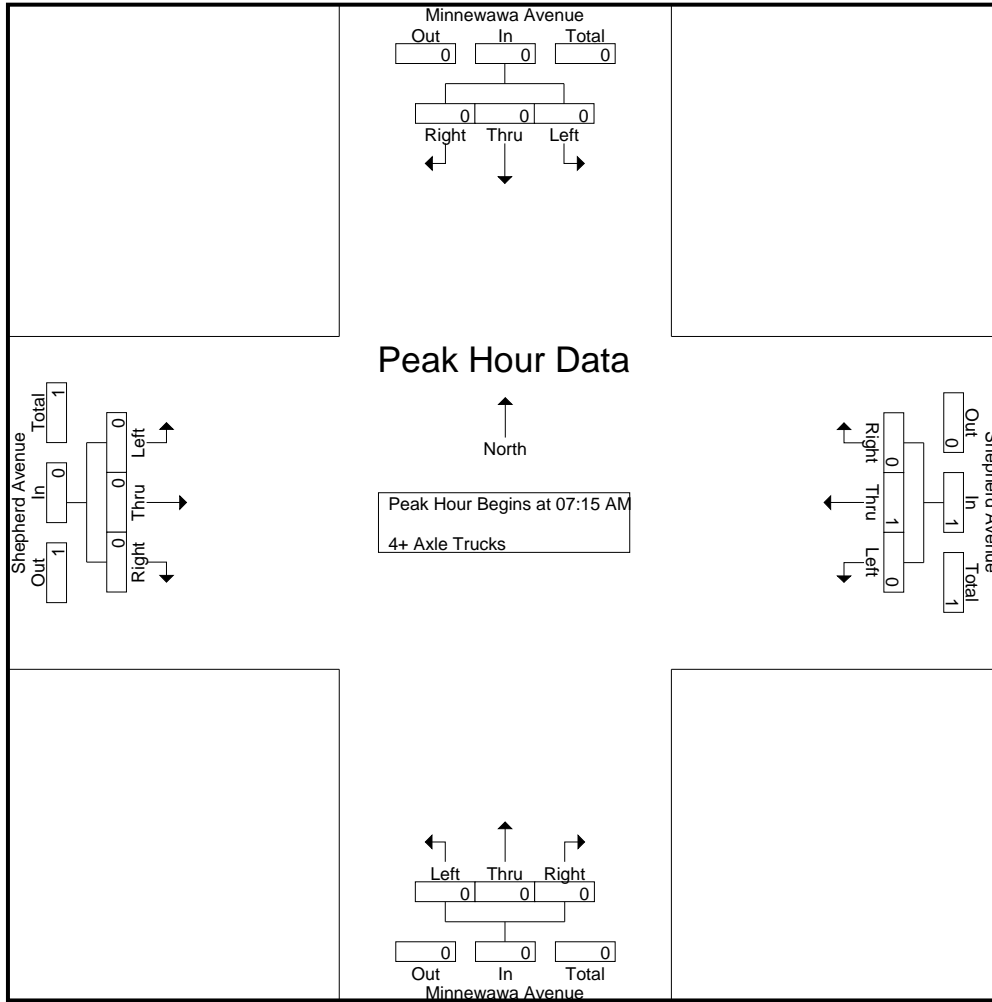
Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

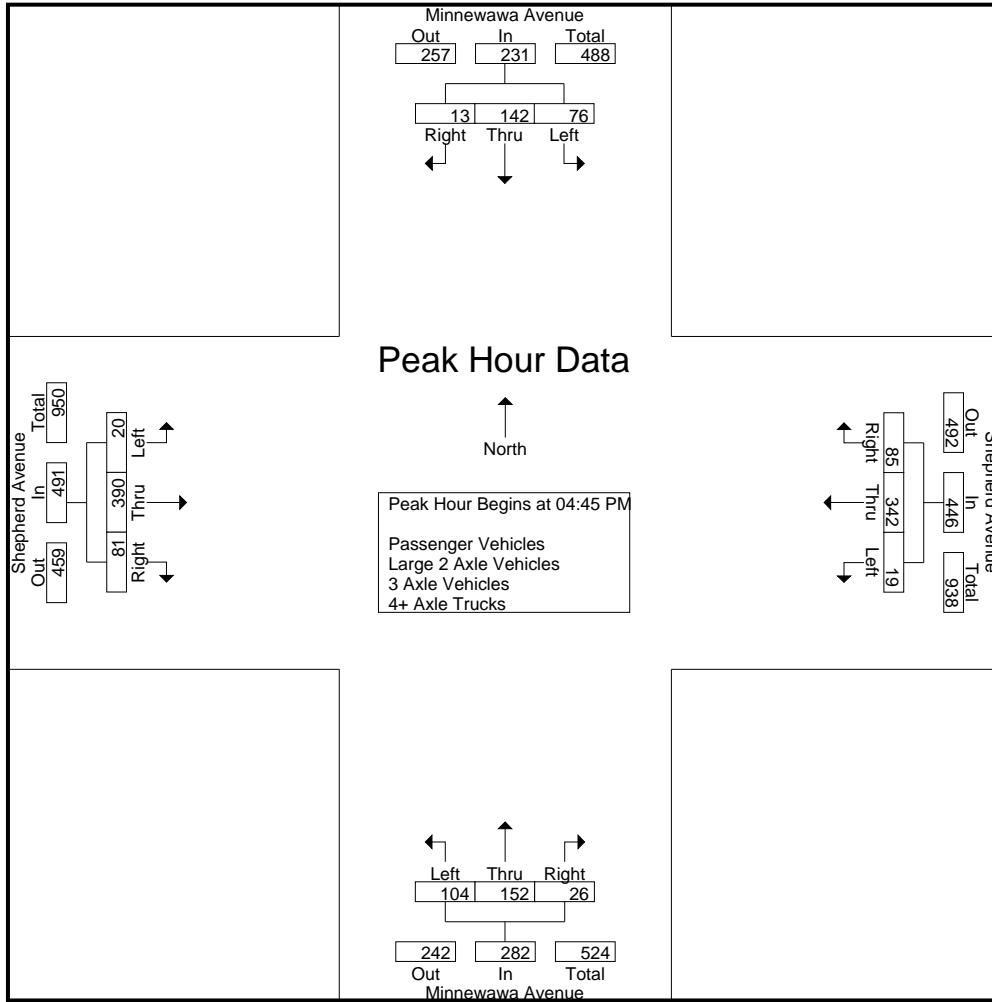
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	14	39	3	56	7	81	19	107	27	31	7	65	6	83	18	107	335
04:15 PM	18	36	2	56	3	90	21	114	26	35	5	66	8	79	21	108	344
04:30 PM	14	39	2	55	5	89	28	122	20	31	3	54	5	84	22	111	342
04:45 PM	20	39	2	61	4	84	18	106	23	28	9	60	3	98	14	115	342
Total	66	153	9	228	19	344	86	449	96	125	24	245	22	344	75	441	1363
05:00 PM	20	22	3	45	6	70	16	92	24	33	7	64	10	97	18	125	326
05:15 PM	14	44	4	62	2	93	27	122	29	47	3	79	3	102	24	129	392
05:30 PM	22	37	4	63	7	95	24	126	28	44	7	79	4	93	25	122	390
05:45 PM	15	22	2	39	4	89	15	108	18	35	9	62	2	89	26	117	326
Total	71	125	13	209	19	347	82	448	99	159	26	284	19	381	93	493	1434
Grand Total	137	278	22	437	38	691	168	897	195	284	50	529	41	725	168	934	2797
Apprch %	31.4	63.6	5		4.2	77	18.7		36.9	53.7	9.5		4.4	77.6	18		
Total %	4.9	9.9	0.8	15.6	1.4	24.7	6	32.1	7	10.2	1.8	18.9	1.5	25.9	6	33.4	
Passenger Vehicles	135	270	22	427	37	686	167	890	192	281	50	523	41	719	166	926	2766
% Passenger Vehicles	98.5	97.1	100	97.7	97.4	99.3	99.4	99.2	98.5	98.9	100	98.9	100	99.2	98.8	99.1	98.9
Large 2 Axle Vehicles	2	7	0	9	1	5	1	7	3	3	0	6	0	6	2	8	30
% Large 2 Axle Vehicles	1.5	2.5	0	2.1	2.6	0.7	0.6	0.8	1.5	1.1	0	1.1	0	0.8	1.2	0.9	1.1
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.4	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	20	39	2	61	4	84	18	106	23	28	9	60	3	98	14	115	342
05:00 PM	20	22	3	45	6	70	16	92	24	33	7	64	10	97	18	125	326
05:15 PM	14	44	4	62	2	93	27	122	29	47	3	79	3	102	24	129	392
05:30 PM	22	37	4	63	7	95	24	126	28	44	7	79	4	93	25	122	390
Total Volume	76	142	13	231	19	342	85	446	104	152	26	282	20	390	81	491	1450
% App. Total	32.9	61.5	5.6		4.3	76.7	19.1		36.9	53.9	9.2		4.1	79.4	16.5		
PHF	.864	.807	.813	.917	.679	.900	.787	.885	.897	.809	.722	.892	.500	.956	.810	.952	.925

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	20	39	2	61	7	81	19	107	24	33	7	64	10	97	18	125
+15 mins.	20	22	3	45	3	90	21	114	29	47	3	79	3	102	24	129
+30 mins.	14	44	4	62	5	89	28	122	28	44	7	79	4	93	25	122
+45 mins.	22	37	4	63	4	84	18	106	18	35	9	62	2	89	26	117
Total Volume	76	142	13	231	19	344	86	449	99	159	26	284	19	381	93	493
% App. Total	32.9	61.5	5.6		4.2	76.6	19.2		34.9	56	9.2		3.9	77.3	18.9	
PHF	.864	.807	.813	.917	.679	.956	.768	.920	.853	.846	.722	.899	.475	.934	.894	.955

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	34	3	50	6	78	19	103	26	31	7	64	6	83	17	106	323
04:15 PM	18	35	2	55	3	89	20	112	24	35	5	64	8	76	21	105	336
04:30 PM	14	38	2	54	5	88	28	121	20	31	3	54	5	84	22	111	340
04:45 PM	19	39	2	60	4	84	18	106	23	28	9	60	3	96	14	113	339
Total	64	146	9	219	18	339	85	442	93	125	24	242	22	339	74	435	1338
05:00 PM	20	21	3	44	6	70	16	92	24	31	7	62	10	97	18	125	323
05:15 PM	14	44	4	62	2	93	27	122	29	47	3	79	3	102	23	128	391
05:30 PM	22	37	4	63	7	95	24	126	28	44	7	79	4	93	25	122	390
05:45 PM	15	22	2	39	4	89	15	108	18	34	9	61	2	88	26	116	324
Total	71	124	13	208	19	347	82	448	99	156	26	281	19	380	92	491	1428
Grand Total	135	270	22	427	37	686	167	890	192	281	50	523	41	719	166	926	2766
Apprch %	31.6	63.2	5.2		4.2	77.1	18.8		36.7	53.7	9.6		4.4	77.6	17.9		
Total %	4.9	9.8	0.8	15.4	1.3	24.8	6	32.2	6.9	10.2	1.8	18.9	1.5	26	6	33.5	

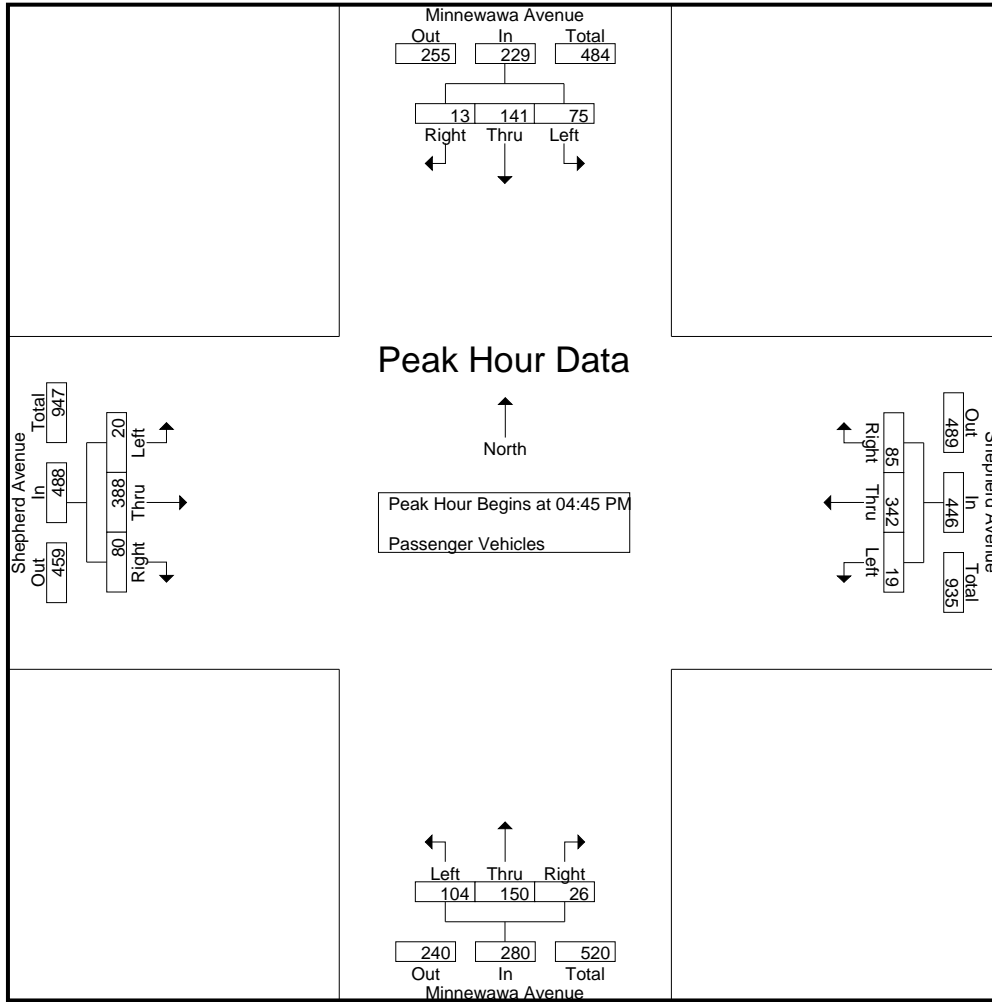
Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	19	39	2	60	4	84	18	106	23	28	9	60	3	96	14	113	339
05:00 PM	20	21	3	44	6	70	16	92	24	31	7	62	10	97	18	125	323
05:15 PM	14	44	4	62	2	93	27	122	29	47	3	79	3	102	23	128	391
05:30 PM	22	37	4	63	7	95	24	126	28	44	7	79	4	93	25	122	390
Total Volume	75	141	13	229	19	342	85	446	104	150	26	280	20	388	80	488	1443
% App. Total	32.8	61.6	5.7		4.3	76.7	19.1		37.1	53.6	9.3		4.1	79.5	16.4		
PHF	.852	.801	.813	.909	.679	.900	.787	.885	.897	.798	.722	.886	.500	.951	.800	.953	.923

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	19	39	2	60	4	84	18	106	23	28	9	60	3	96	14	113
+15 mins.	20	21	3	44	6	70	16	92	24	31	7	62	10	97	18	125
+30 mins.	14	44	4	62	2	93	27	122	29	47	3	79	3	102	23	128
+45 mins.	22	37	4	63	7	95	24	126	28	44	7	79	4	93	25	122
Total Volume	75	141	13	229	19	342	85	446	104	150	26	280	20	388	80	488
% App. Total	32.8	61.6	5.7		4.3	76.7	19.1		37.1	53.6	9.3		4.1	79.5	16.4	
PHF	.852	.801	.813	.909	.679	.900	.787	.885	.897	.798	.722	.886	.500	.951	.800	.953

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	4	0	5	1	3	0	4	1	0	0	1	0	0	1	1	11
04:15 PM	0	1	0	1	0	1	1	2	2	0	0	2	0	3	0	3	8
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	2	6	0	8	1	5	1	7	3	0	0	3	0	5	1	6	24
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	1	1	2	6
Grand Total	2	7	0	9	1	5	1	7	3	3	0	6	0	6	2	8	30
Apprch %	22.2	77.8	0		14.3	71.4	14.3		50	50	0		0	75	25		
Total %	6.7	23.3	0	30	3.3	16.7	3.3	23.3	10	10	0	20	0	20	6.7	26.7	

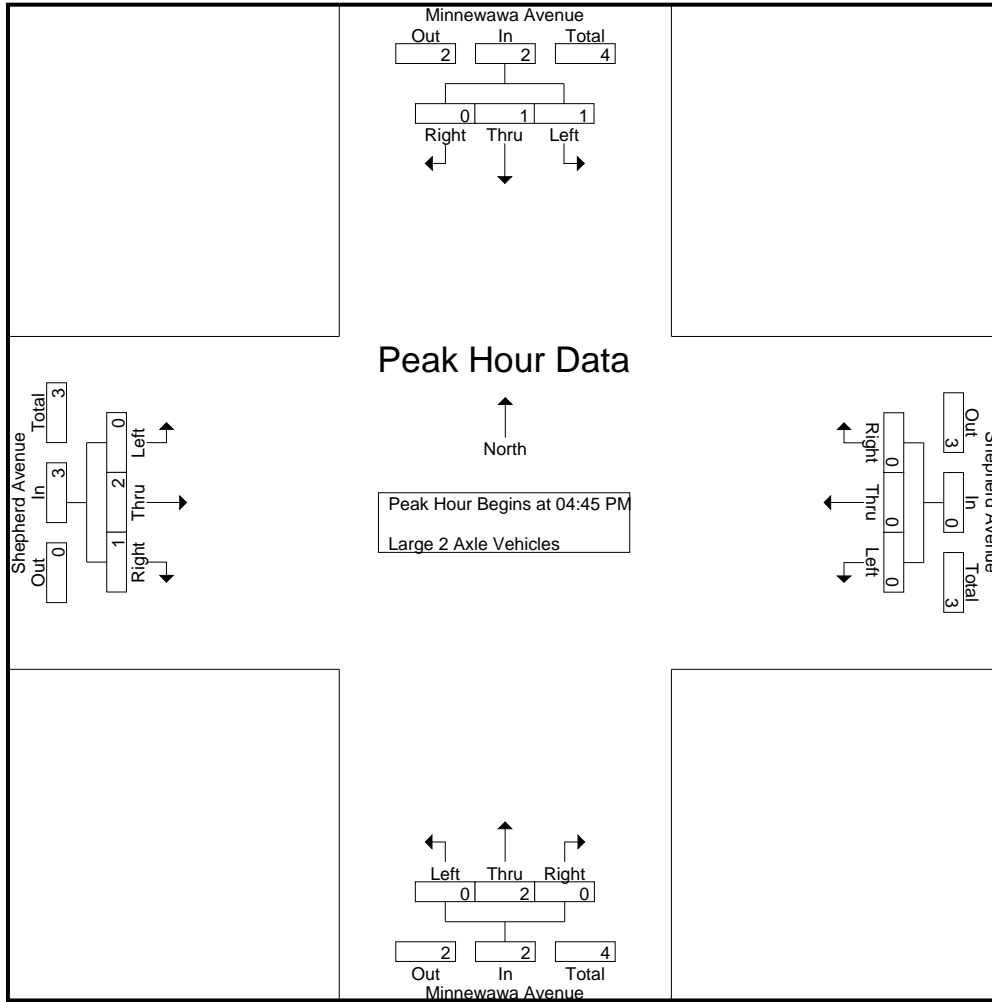
Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	2	0	2	0	2	1	3	7
% App. Total	50	50	0		0	0	0		0	100	0		0	66.7	33.3		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.375	.583

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	2	0	2	0	2	1	3
% App. Total	50	50	0		0	0	0		0	100	0		0	66.7	33.3	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.375

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

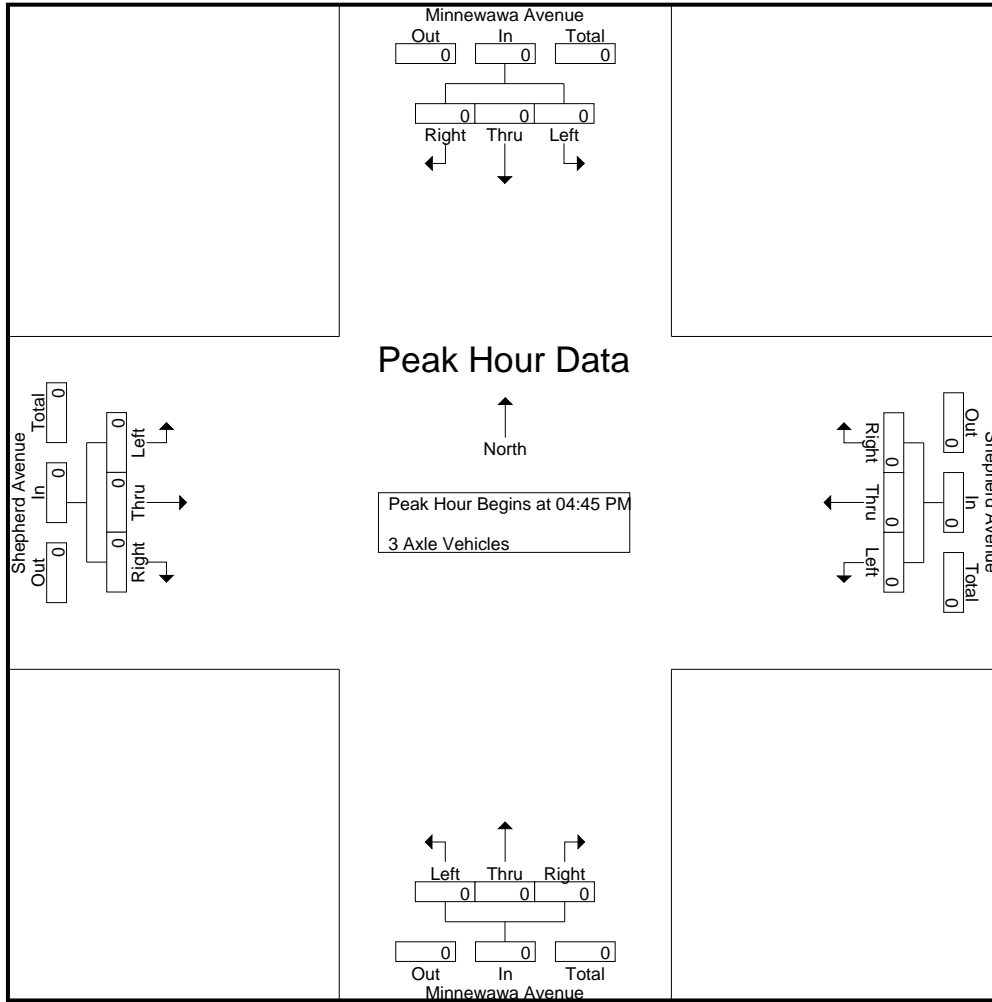
Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0			
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0			

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

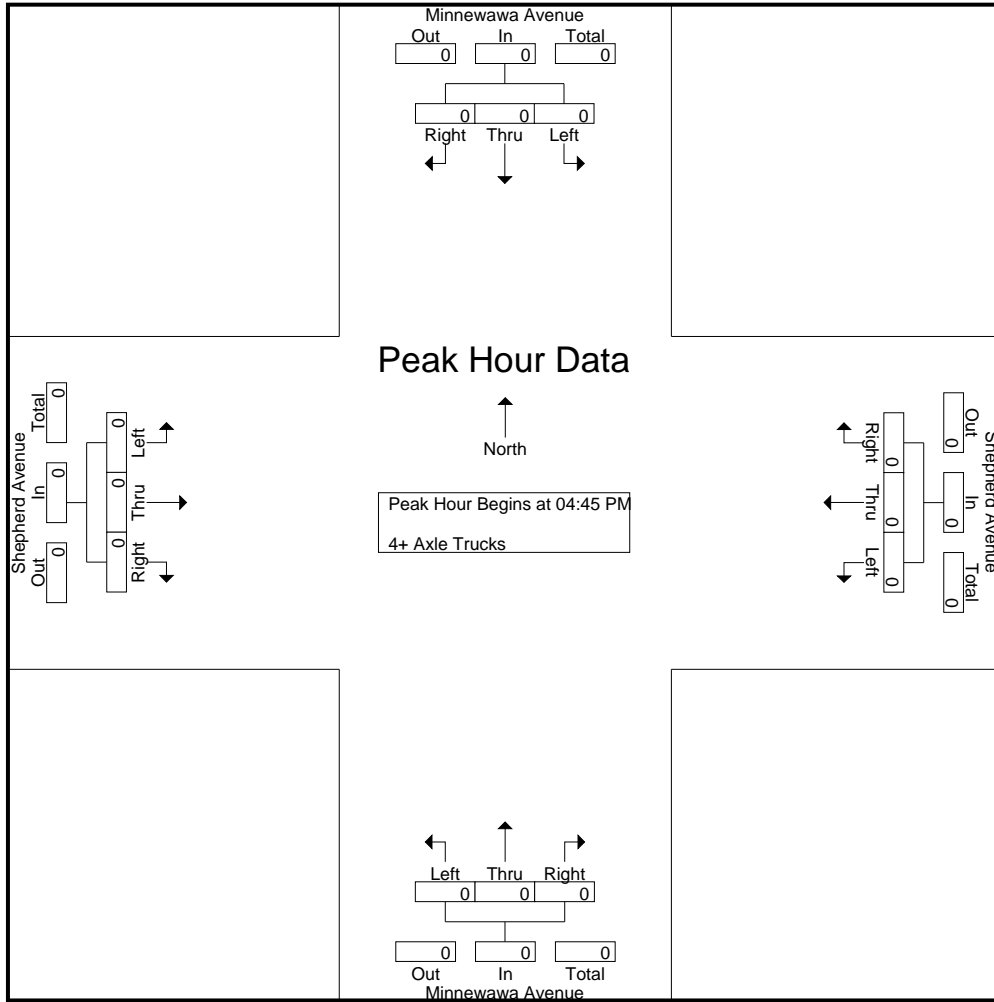
Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 06_CVS_Min_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Minnewawa Avenue	East Leg Shepherd Avenue	South Leg Minnewawa Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

	North Leg Minnewawa Avenue	East Leg Shepherd Avenue	South Leg Minnewawa Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Clovis
 N/S: Minnewawa Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Minnewawa Avenue			Westbound Shepherd Avenue			Northbound Minnewawa Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	1	1	2	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES:	1	1	1	0	1	2	2	2	0	1	1	0	12

	Southbound Minnewawa Avenue			Westbound Shepherd Avenue			Northbound Minnewawa Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	1	0	2

City of Clovis
 N/S: Clovis Avenue
 E/W: Baron Avenue
 Weather: Clear

File Name : 07_CVS_Clo_Baron AM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

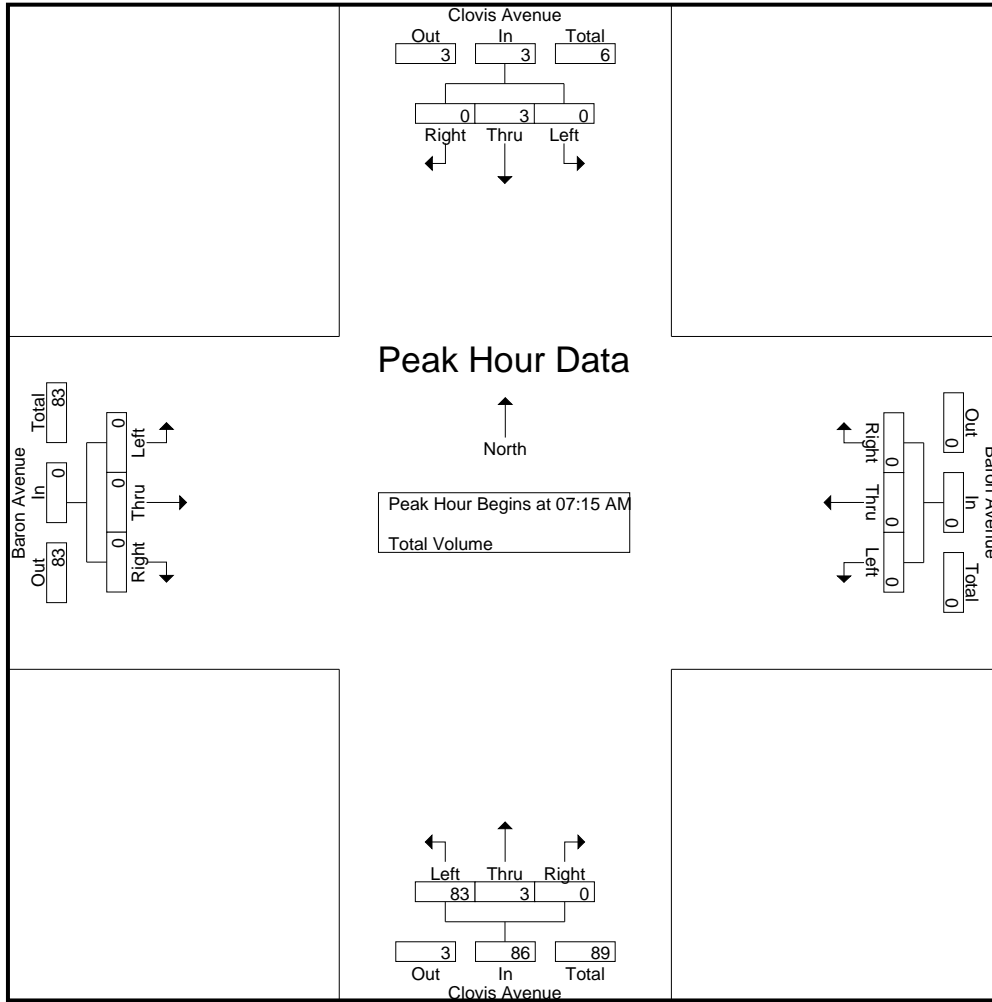
Groups Printed- Total Volume

Start Time	Clovis Avenue Southbound				Baron Avenue Westbound				Clovis Avenue Northbound				Baron Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	6
07:15 AM	0	2	0	2	0	0	0	0	11	2	0	13	0	0	0	0	15
07:30 AM	0	1	0	1	0	0	0	0	30	1	0	31	0	0	0	0	32
07:45 AM	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	23
Total	0	3	0	3	0	0	0	0	70	3	0	73	0	0	0	0	76
08:00 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	19
08:15 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	10
08:30 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	19
08:45 AM	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	16
Total	0	0	0	0	0	0	0	0	64	0	0	64	0	0	0	0	64
Grand Total	0	3	0	3	0	0	0	0	134	3	0	137	0	0	0	0	140
Apprch %	0	100	0		0	0	0		97.8	2.2	0		0	0	0		
Total %	0	2.1	0	2.1	0	0	0	0	95.7	2.1	0	97.9	0	0	0	0	

Start Time	Clovis Avenue Southbound				Baron Avenue Westbound				Clovis Avenue Northbound				Baron Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	0	2	0	0	0	0	11	2	0	13	0	0	0	0	15
07:30 AM	0	1	0	1	0	0	0	0	30	1	0	31	0	0	0	0	32
07:45 AM	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	23
08:00 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	19
Total Volume	0	3	0	3	0	0	0	0	83	3	0	86	0	0	0	0	89
% App. Total	0	100	0		0	0	0		96.5	3.5	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.692	.375	.000	.694	.000	.000	.000	.000	.695

City of Clovis
 N/S: Clovis Avenue
 E/W: Baron Avenue
 Weather: Clear

File Name : 07_CVS_Clo_Baron AM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	11	2	0	13	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	30	1	0	31	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	23	0	0	23	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	83	3	0	86	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	96.5	3.5	0	0	0	0	0	0
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.692	.375	.000	.694	.000	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Baron Avenue
 Weather: Clear

File Name : 07_CVS_Clo_Baron PM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Total Volume

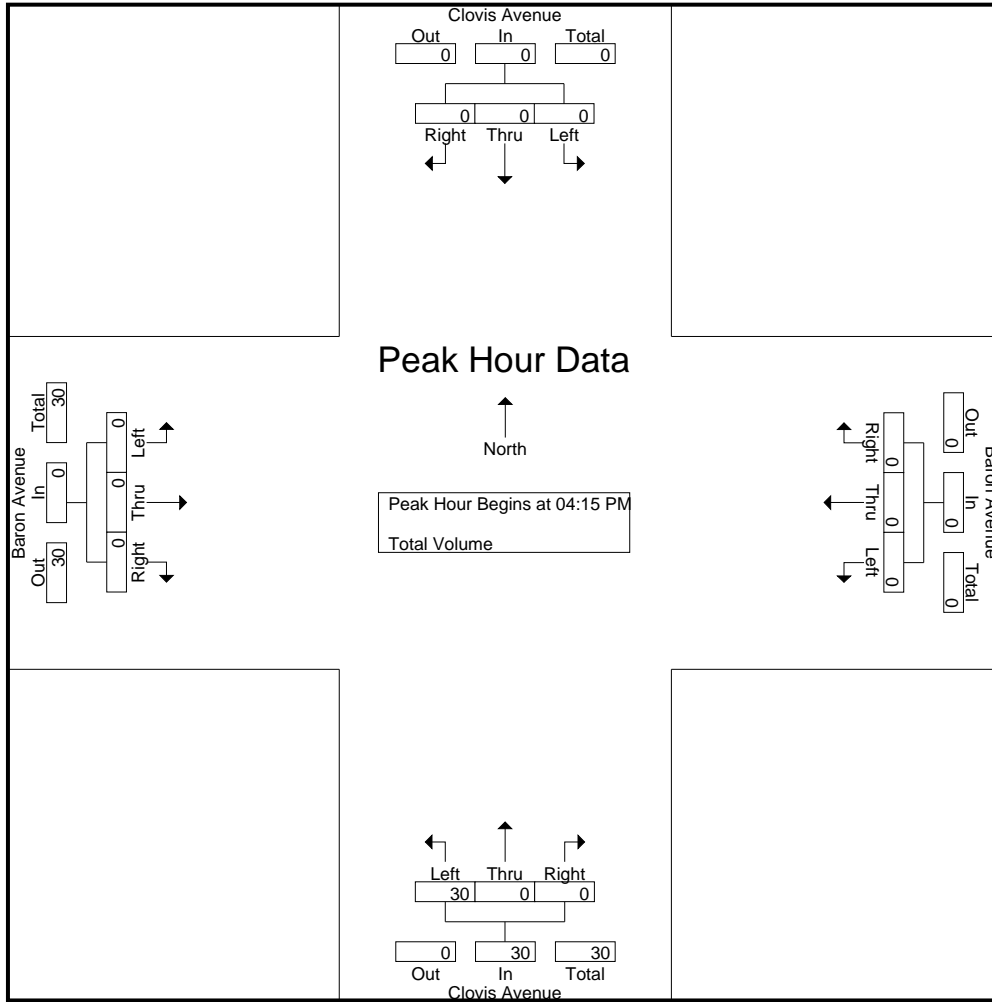
Start Time	Clovis Avenue Southbound				Baron Avenue Westbound				Clovis Avenue Northbound				Baron Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	9
04:15 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	10
Total	0	0	0	0	0	0	0	0	29	0	0	29	0	0	0	0	29
05:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	10
05:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	20	0	1	21	0	0	0	0	21
Grand Total	0	0	0	0	0	0	0	0	49	0	1	50	0	0	0	0	50
Apprch %	0	0	0	0	0	0	0	0	98	0	2	100	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	98	0	2	100	0	0	0	0	

Start Time	Clovis Avenue Southbound				Baron Avenue Westbound				Clovis Avenue Northbound				Baron Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	10
Total Volume	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0	30
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Baron Avenue
 Weather: Clear

File Name : 07_CVS_Clo_Baron PM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000

Location: Clovis
 N/S: Clovis Avenue
 E/W: Baron Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Baron Avenue	South Leg Clovis Avenue	West Leg Baron Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Clovis Avenue	East Leg Baron Avenue	South Leg Clovis Avenue	West Leg Baron Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Clovis
 N/S: Clovis Avenue
 E/W: Baron Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Baron Avenue			Northbound Clovis Avenue			Eastbound Baron Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Clovis Avenue			Westbound Baron Avenue			Northbound Clovis Avenue			Eastbound Baron Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

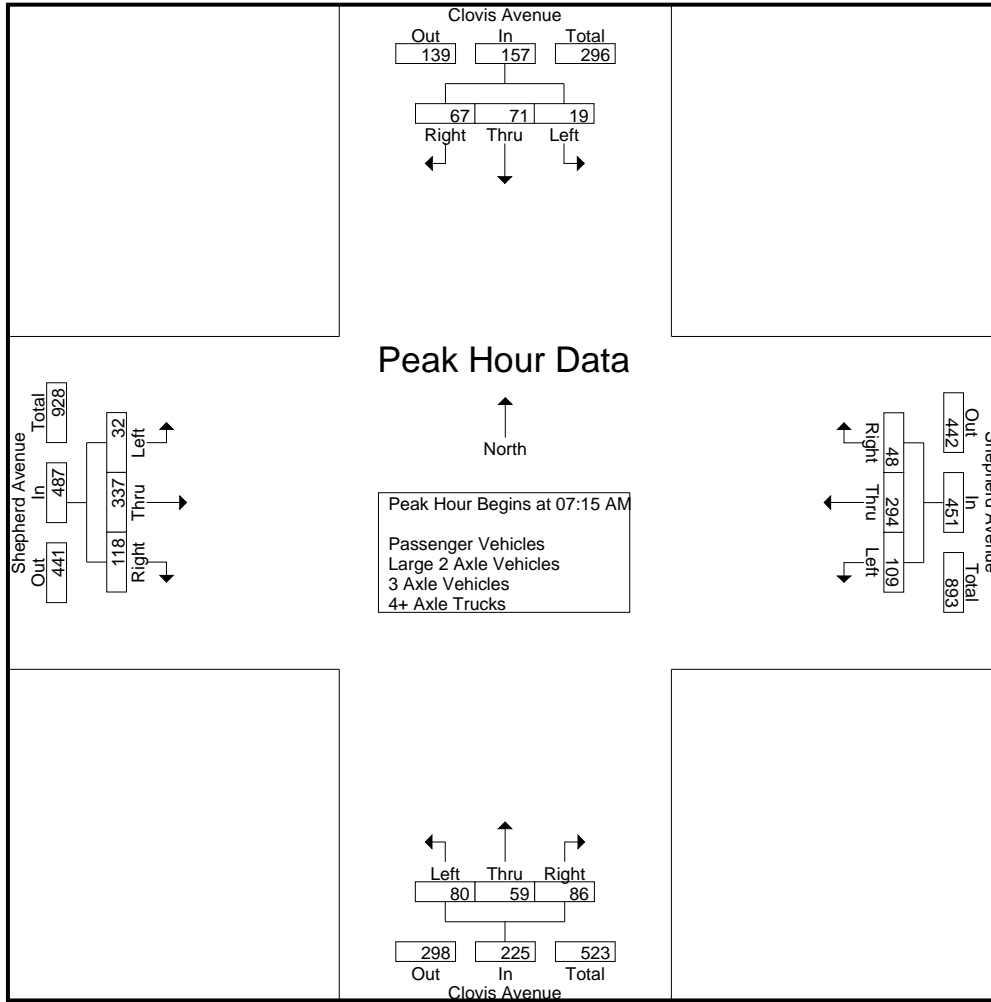
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	5	3	11	16	74	2	92	13	13	3	29	4	39	12	55	187
07:15 AM	3	11	12	26	41	70	8	119	25	15	26	66	2	69	19	90	301
07:30 AM	8	33	30	71	29	79	31	139	29	16	24	69	3	75	39	117	396
07:45 AM	3	21	9	33	21	76	3	100	13	18	22	53	8	107	30	145	331
Total	17	70	54	141	107	299	44	450	80	62	75	217	17	290	100	407	1215
08:00 AM	5	6	16	27	18	69	6	93	13	10	14	37	19	86	30	135	292
08:15 AM	2	11	4	17	14	78	5	97	20	16	16	52	17	63	23	103	269
08:30 AM	6	12	9	27	10	70	1	81	18	6	10	34	10	51	23	84	226
08:45 AM	6	6	12	24	9	79	1	89	13	11	10	34	5	52	26	83	230
Total	19	35	41	95	51	296	13	360	64	43	50	157	51	252	102	405	1017
Grand Total	36	105	95	236	158	595	57	810	144	105	125	374	68	542	202	812	2232
Apprch %	15.3	44.5	40.3		19.5	73.5	7		38.5	28.1	33.4		8.4	66.7	24.9		
Total %	1.6	4.7	4.3	10.6	7.1	26.7	2.6	36.3	6.5	4.7	5.6	16.8	3	24.3	9.1	36.4	
Passenger Vehicles	30	97	91	218	156	579	54	789	139	93	120	352	63	523	200	786	2145
% Passenger Vehicles	83.3	92.4	95.8	92.4	98.7	97.3	94.7	97.4	96.5	88.6	96	94.1	92.6	96.5	99	96.8	96.1
Large 2 Axle Vehicles	5	4	2	11	2	12	3	17	5	7	3	15	3	11	0	14	57
% Large 2 Axle Vehicles	13.9	3.8	2.1	4.7	1.3	2	5.3	2.1	3.5	6.7	2.4	4	4.4	2	0	1.7	2.6
3 Axle Vehicles	1	2	1	4	0	4	0	4	0	4	1	5	2	8	1	11	24
% 3 Axle Vehicles	2.8	1.9	1.1	1.7	0	0.7	0	0.5	0	3.8	0.8	1.3	2.9	1.5	0.5	1.4	1.1
4+ Axle Trucks	0	2	1	3	0	0	0	0	0	1	1	2	0	0	1	1	6
% 4+ Axle Trucks	0	1.9	1.1	1.3	0	0	0	0	0	1	0.8	0.5	0	0	0.5	0.1	0.3

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	11	12	26	41	70	8	119	25	15	26	66	2	69	19	90	301
07:30 AM	8	33	30	71	29	79	31	139	29	16	24	69	3	75	39	117	396
07:45 AM	3	21	9	33	21	76	3	100	13	18	22	53	8	107	30	145	331
08:00 AM	5	6	16	27	18	69	6	93	13	10	14	37	19	86	30	135	292
Total Volume	19	71	67	157	109	294	48	451	80	59	86	225	32	337	118	487	1320
% App. Total	12.1	45.2	42.7		24.2	65.2	10.6		35.6	26.2	38.2		6.6	69.2	24.2		
PHF	.594	.538	.558	.553	.665	.930	.387	.811	.690	.819	.827	.815	.421	.787	.756	.840	.833

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	3	11	12	26	41	70	8	119	25	15	26	66	3	75	39	117
+15 mins.	8	33	30	71	29	79	31	139	29	16	24	69	8	107	30	145
+30 mins.	3	21	9	33	21	76	3	100	13	18	22	53	19	86	30	135
+45 mins.	5	6	16	27	18	69	6	93	13	10	14	37	17	63	23	103
Total Volume	19	71	67	157	109	294	48	451	80	59	86	225	47	331	122	500
% App. Total	12.1	45.2	42.7		24.2	65.2	10.6		35.6	26.2	38.2		9.4	66.2	24.4	
PHF	.594	.538	.558	.553	.665	.930	.387	.811	.690	.819	.827	.815	.618	.773	.782	.862

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	3	3	9	15	69	2	86	13	13	2	28	4	39	12	55	178
07:15 AM	3	11	12	26	41	69	8	118	24	13	25	62	2	68	19	89	295
07:30 AM	6	33	30	69	29	79	29	137	28	12	23	63	3	73	39	115	384
07:45 AM	3	19	9	31	20	75	3	98	11	15	22	48	6	100	30	136	313
Total	15	66	54	135	105	292	42	439	76	53	72	201	15	280	100	395	1170
08:00 AM	5	5	13	23	18	66	6	90	13	10	13	36	19	86	30	135	284
08:15 AM	1	10	4	15	14	75	5	94	19	15	15	49	15	60	23	98	256
08:30 AM	5	10	9	24	10	69	1	80	18	6	10	34	10	48	21	79	217
08:45 AM	4	6	11	21	9	77	0	86	13	9	10	32	4	49	26	79	218
Total	15	31	37	83	51	287	12	350	63	40	48	151	48	243	100	391	975
Grand Total	30	97	91	218	156	579	54	789	139	93	120	352	63	523	200	786	2145
Apprch %	13.8	44.5	41.7		19.8	73.4	6.8		39.5	26.4	34.1		8	66.5	25.4		
Total %	1.4	4.5	4.2	10.2	7.3	27	2.5	36.8	6.5	4.3	5.6	16.4	2.9	24.4	9.3	36.6	

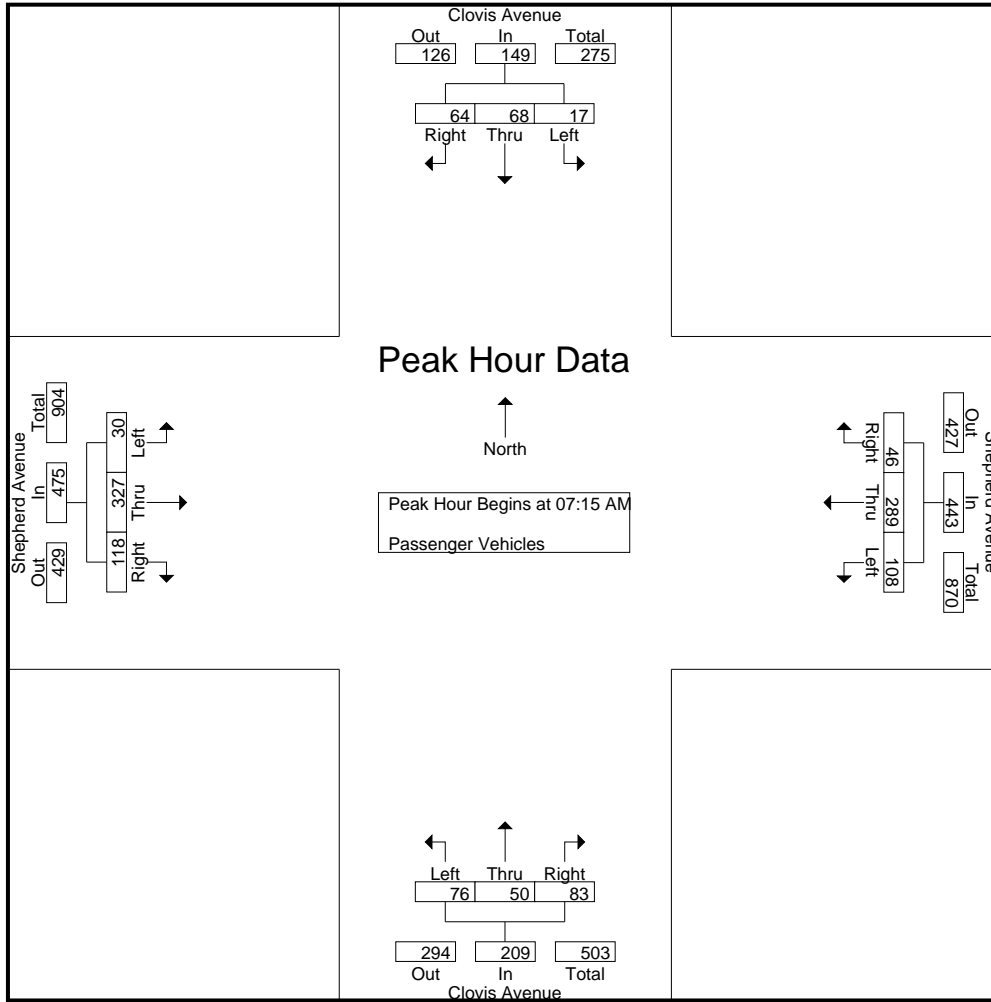
Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	3	11	12	26	41	69	8	118	24	13	25	62	2	68	19	89	295
07:30 AM	6	33	30	69	29	79	29	137	28	12	23	63	3	73	39	115	384
07:45 AM	3	19	9	31	20	75	3	98	11	15	22	48	6	100	30	136	313
08:00 AM	5	5	13	23	18	66	6	90	13	10	13	36	19	86	30	135	284
Total Volume	17	68	64	149	108	289	46	443	76	50	83	209	30	327	118	475	1276
% App. Total	11.4	45.6	43		24.4	65.2	10.4		36.4	23.9	39.7		6.3	68.8	24.8		
PHF	.708	.515	.533	.540	.659	.915	.397	.808	.679	.833	.830	.829	.395	.818	.756	.873	.831

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	11	12	26	41	69	8	118	24	13	25	62	2	68	19	89
+15 mins.	6	33	30	69	29	79	29	137	28	12	23	63	3	73	39	115
+30 mins.	3	19	9	31	20	75	3	98	11	15	22	48	6	100	30	136
+45 mins.	5	5	13	23	18	66	6	90	13	10	13	36	19	86	30	135
Total Volume	17	68	64	149	108	289	46	443	76	50	83	209	30	327	118	475
% App. Total	11.4	45.6	43		24.4	65.2	10.4		36.4	23.9	39.7		6.3	68.8	24.8	
PHF	.708	.515	.533	.540	.659	.915	.397	.808	.679	.833	.830	.829	.395	.818	.756	.873

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	5	0	6	0	0	1	1	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
07:30 AM	2	0	0	2	0	0	2	2	1	1	1	3	0	2	0	2	9
07:45 AM	0	1	0	1	1	1	0	2	2	3	0	5	1	4	0	5	13
Total	2	1	0	3	2	6	2	10	4	4	3	11	1	7	0	8	32
08:00 AM	0	1	2	3	0	2	0	2	0	0	0	0	0	0	0	0	5
08:15 AM	1	0	0	1	0	3	0	3	1	1	0	2	2	2	0	4	10
08:30 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
08:45 AM	2	0	0	2	0	0	1	1	0	2	0	2	0	1	0	1	6
Total	3	3	2	8	0	6	1	7	1	3	0	4	2	4	0	6	25
Grand Total	5	4	2	11	2	12	3	17	5	7	3	15	3	11	0	14	57
Apprch %	45.5	36.4	18.2		11.8	70.6	17.6		33.3	46.7	20		21.4	78.6	0		
Total %	8.8	7	3.5	19.3	3.5	21.1	5.3	29.8	8.8	12.3	5.3	26.3	5.3	19.3	0	24.6	

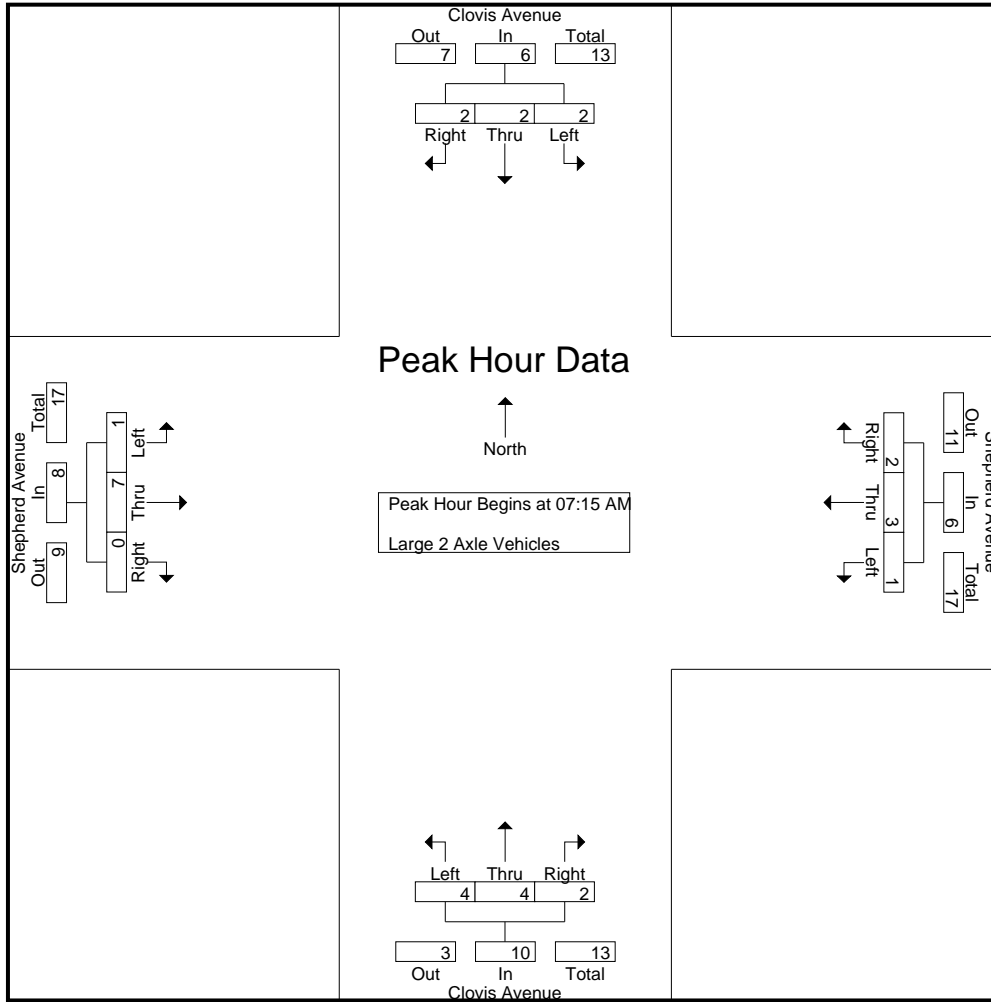
Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
07:30 AM	2	0	0	2	0	0	2	2	1	1	1	3	0	2	0	2	9
07:45 AM	0	1	0	1	1	1	0	2	2	3	0	5	1	4	0	5	13
08:00 AM	0	1	2	3	0	2	0	2	0	0	0	0	0	0	0	0	5
Total Volume	2	2	2	6	1	3	2	6	4	4	2	10	1	7	0	8	30
% App. Total	33.3	33.3	33.3		16.7	50	33.3		40	40	20		12.5	87.5	0		
PHF	.250	.500	.250	.500	.250	.375	.250	.750	.500	.333	.500	.500	.250	.438	.000	.400	.577

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1
+15 mins.	2	0	0	2	0	0	2	2	1	1	1	3	0	2	0	2
+30 mins.	0	1	0	1	1	1	0	2	2	3	0	5	1	4	0	5
+45 mins.	0	1	2	3	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	2	2	2	6	1	3	2	6	4	4	2	10	1	7	0	8
% App. Total	33.3	33.3	33.3		16.7	50	33.3		40	40	20		12.5	87.5	0	
PHF	.250	.500	.250	.500	.250	.375	.250	.750	.500	.333	.500	.500	.250	.438	.000	.400

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	3	0	4	4	5
Total	0	2	0	2	0	1	0	1	0	4	0	4	1	3	0	4	4	11
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	1	3	3	4
08:45 AM	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3	3	6
Total	1	0	1	2	0	3	0	3	0	0	1	1	1	5	1	7	7	13
Grand Total	1	2	1	4	0	4	0	4	0	4	1	5	2	8	1	11	11	24
Apprch %	25	50	25		0	100	0		0	80	20		18.2	72.7	9.1			
Total %	4.2	8.3	4.2	16.7	0	16.7	0	16.7	0	16.7	4.2	20.8	8.3	33.3	4.2	45.8		

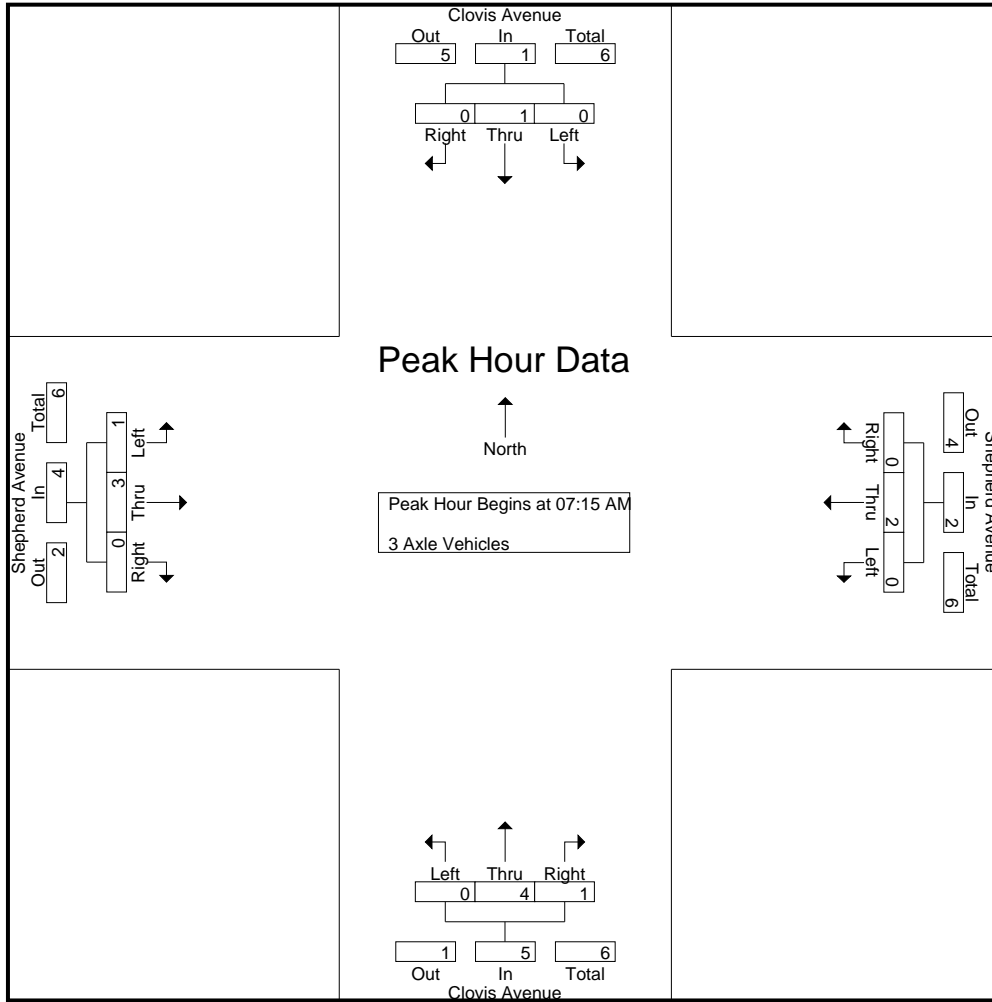
Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	3	0	4	4	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	2
Total Volume	0	1	0	1	0	2	0	2	0	4	1	5	1	3	0	4	4	12
% App. Total	0	100	0		0	100	0		0	80	20		25	75	0			
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.500	.250	.625	.250	.250	.000	.250	.600	

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	3	0	4
+45 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	4	1	5	1	3	0	4
% App. Total	0	100	0	0	0	100	0	0	0	80	20	0	25	75	0	0
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.500	.250	.625	.250	.250	.000	.250

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	0	0	0	0	1	1	0	0	1	1	1	4
Grand Total	0	2	1	3	0	0	0	0	0	1	1	2	0	0	1	1	1	6
Apprch %	0	66.7	33.3		0	0	0		0	50	50		0	0	100			
Total %	0	33.3	16.7	50	0	0	0	0	0	16.7	16.7	33.3	0	0	16.7	16.7		

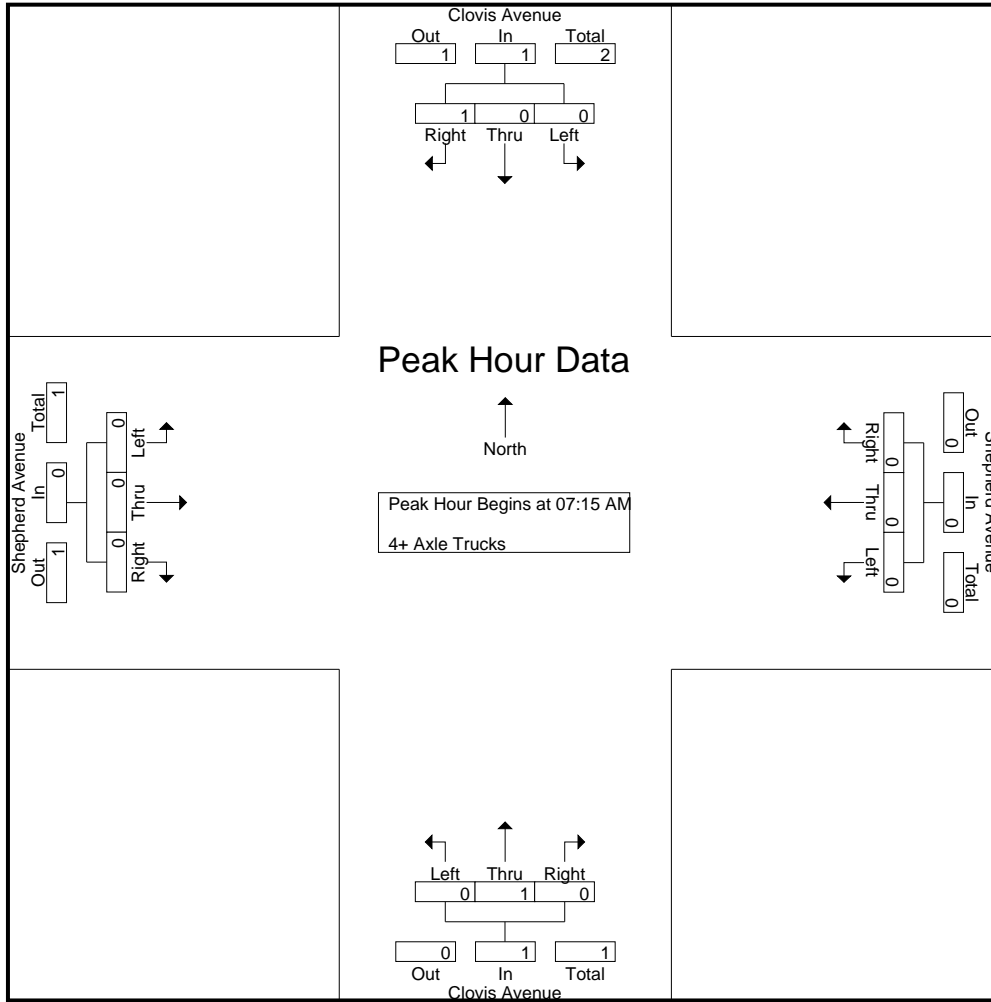
Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0			
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

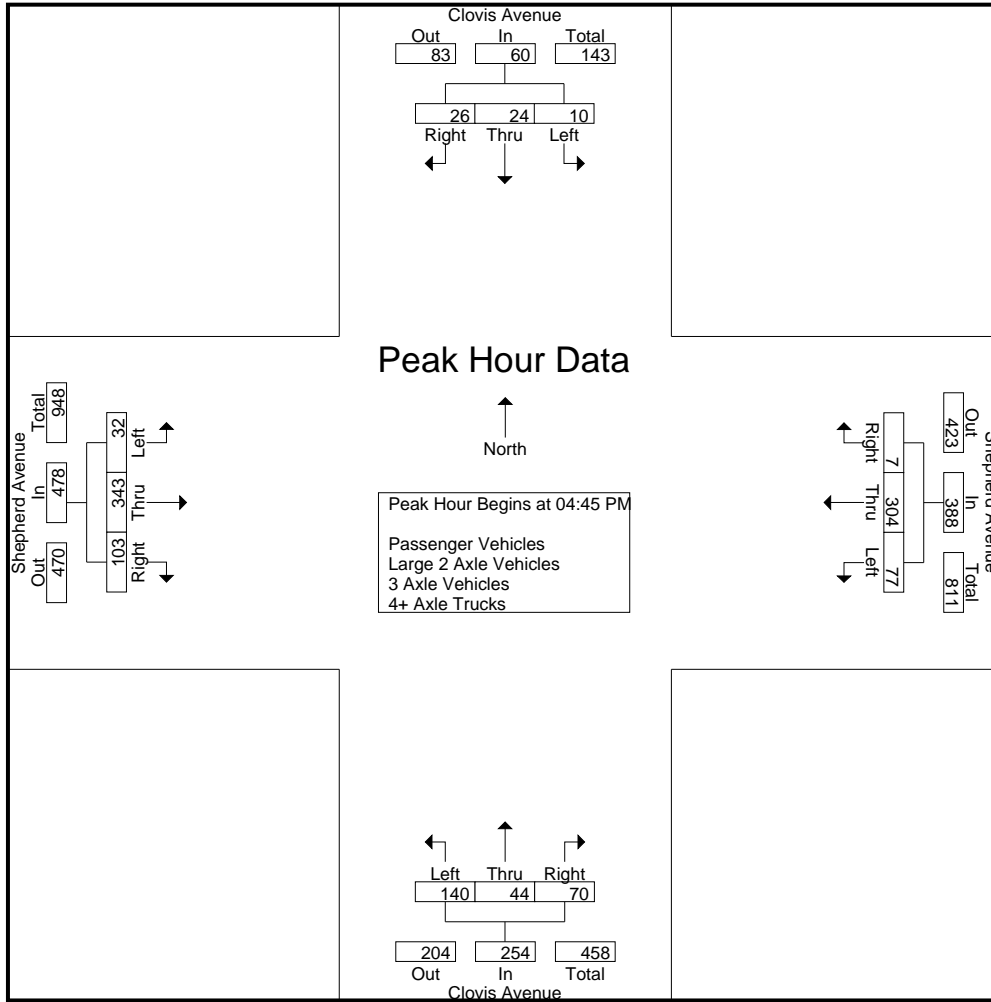
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	11	5	21	16	65	4	85	39	7	14	60	5	66	31	102	268
04:15 PM	2	5	7	14	8	83	9	100	33	10	12	55	3	73	26	102	271
04:30 PM	2	10	4	16	15	75	4	94	29	11	12	52	4	67	26	97	259
04:45 PM	4	7	5	16	17	70	0	87	35	8	21	64	11	79	27	117	284
Total	13	33	21	67	56	293	17	366	136	36	59	231	23	285	110	418	1082
05:00 PM	2	8	4	14	26	65	4	95	35	14	19	68	5	86	29	120	297
05:15 PM	0	6	10	16	17	92	1	110	40	7	14	61	8	92	23	123	310
05:30 PM	4	3	7	14	17	77	2	96	30	15	16	61	8	86	24	118	289
05:45 PM	1	3	4	8	9	76	1	86	25	8	15	48	10	86	18	114	256
Total	7	20	25	52	69	310	8	387	130	44	64	238	31	350	94	475	1152
Grand Total	20	53	46	119	125	603	25	753	266	80	123	469	54	635	204	893	2234
Apprch %	16.8	44.5	38.7		16.6	80.1	3.3		56.7	17.1	26.2		6	71.1	22.8		
Total %	0.9	2.4	2.1	5.3	5.6	27	1.1	33.7	11.9	3.6	5.5	21	2.4	28.4	9.1	40	
Passenger Vehicles	20	53	46	119	123	599	25	747	265	80	121	466	52	625	202	879	2211
% Passenger Vehicles	100	100	100	100	98.4	99.3	100	99.2	99.6	100	98.4	99.4	96.3	98.4	99	98.4	99
Large 2 Axle Vehicles	0	0	0	0	2	4	0	6	1	0	2	3	2	10	2	14	23
% Large 2 Axle Vehicles	0	0	0	0	1.6	0.7	0	0.8	0.4	0	1.6	0.6	3.7	1.6	1	1.6	1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	7	5	16	17	70	0	87	35	8	21	64	11	79	27	117	284
05:00 PM	2	8	4	14	26	65	4	95	35	14	19	68	5	86	29	120	297
05:15 PM	0	6	10	16	17	92	1	110	40	7	14	61	8	92	23	123	310
05:30 PM	4	3	7	14	17	77	2	96	30	15	16	61	8	86	24	118	289
Total Volume	10	24	26	60	77	304	7	388	140	44	70	254	32	343	103	478	1180
% App. Total	16.7	40	43.3		19.8	78.4	1.8		55.1	17.3	27.6		6.7	71.8	21.5		
PHF	.625	.750	.650	.938	.740	.826	.438	.882	.875	.733	.833	.934	.727	.932	.888	.972	.952

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	5	11	5	21	17	70	0	87	35	8	21	64	11	79	27	117
+15 mins.	2	5	7	14	26	65	4	95	35	14	19	68	5	86	29	120
+30 mins.	2	10	4	16	17	92	1	110	40	7	14	61	8	92	23	123
+45 mins.	4	7	5	16	17	77	2	96	30	15	16	61	8	86	24	118
Total Volume	13	33	21	67	77	304	7	388	140	44	70	254	32	343	103	478
% App. Total	19.4	49.3	31.3		19.8	78.4	1.8		55.1	17.3	27.6		6.7	71.8	21.5	
PHF	.650	.750	.750	.798	.740	.826	.438	.882	.875	.733	.833	.934	.727	.932	.888	.972

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	11	5	21	14	62	4	80	39	7	13	59	5	65	31	101	261
04:15 PM	2	5	7	14	8	82	9	99	32	10	12	54	3	68	25	96	263
04:30 PM	2	10	4	16	15	75	4	94	29	11	12	52	4	67	26	97	259
04:45 PM	4	7	5	16	17	70	0	87	35	8	21	64	9	76	27	112	279
Total	13	33	21	67	54	289	17	360	135	36	58	229	21	276	109	406	1062
05:00 PM	2	8	4	14	26	65	4	95	35	14	19	68	5	86	29	120	297
05:15 PM	0	6	10	16	17	92	1	110	40	7	13	60	8	92	23	123	309
05:30 PM	4	3	7	14	17	77	2	96	30	15	16	61	8	85	24	117	288
05:45 PM	1	3	4	8	9	76	1	86	25	8	15	48	10	86	17	113	255
Total	7	20	25	52	69	310	8	387	130	44	63	237	31	349	93	473	1149
Grand Total	20	53	46	119	123	599	25	747	265	80	121	466	52	625	202	879	2211
Apprch %	16.8	44.5	38.7		16.5	80.2	3.3		56.9	17.2	26		5.9	71.1	23		
Total %	0.9	2.4	2.1	5.4	5.6	27.1	1.1	33.8	12	3.6	5.5	21.1	2.4	28.3	9.1	39.8	

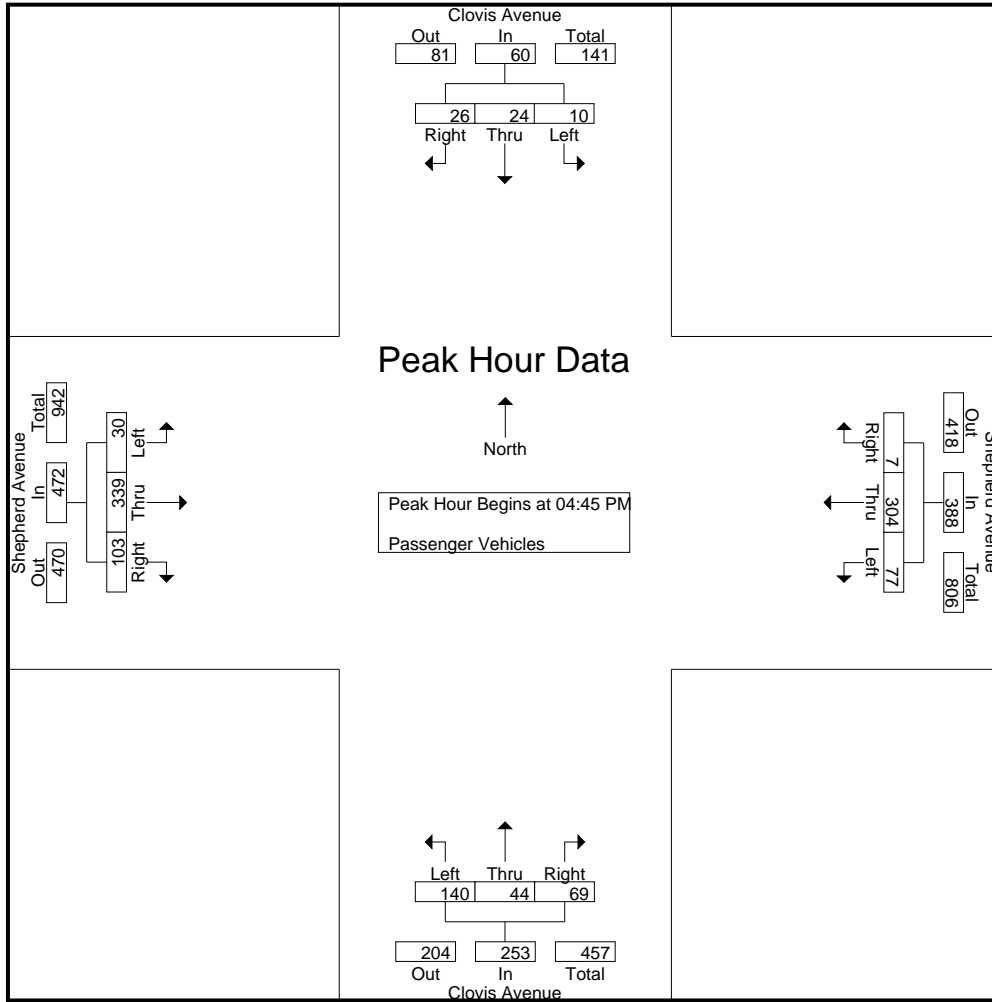
Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	4	7	5	16	17	70	0	87	35	8	21	64	9	76	27	112	279
05:00 PM	2	8	4	14	26	65	4	95	35	14	19	68	5	86	29	120	297
05:15 PM	0	6	10	16	17	92	1	110	40	7	13	60	8	92	23	123	309
05:30 PM	4	3	7	14	17	77	2	96	30	15	16	61	8	85	24	117	288
Total Volume	10	24	26	60	77	304	7	388	140	44	69	253	30	339	103	472	1173
% App. Total	16.7	40	43.3		19.8	78.4	1.8		55.3	17.4	27.3		6.4	71.8	21.8		
PHF	.625	.750	.650	.938	.740	.826	.438	.882	.875	.733	.821	.930	.833	.921	.888	.959	.949

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	4	7	5	16	17	70	0	87	35	8	21	64	9	76	27	112
+15 mins.	2	8	4	14	26	65	4	95	35	14	19	68	5	86	29	120
+30 mins.	0	6	10	16	17	92	1	110	40	7	13	60	8	92	23	123
+45 mins.	4	3	7	14	17	77	2	96	30	15	16	61	8	85	24	117
Total Volume	10	24	26	60	77	304	7	388	140	44	69	253	30	339	103	472
% App. Total	16.7	40	43.3		19.8	78.4	1.8		55.3	17.4	27.3		6.4	71.8	21.8	
PHF	.625	.750	.650	.938	.740	.826	.438	.882	.875	.733	.821	.930	.833	.921	.888	.959

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

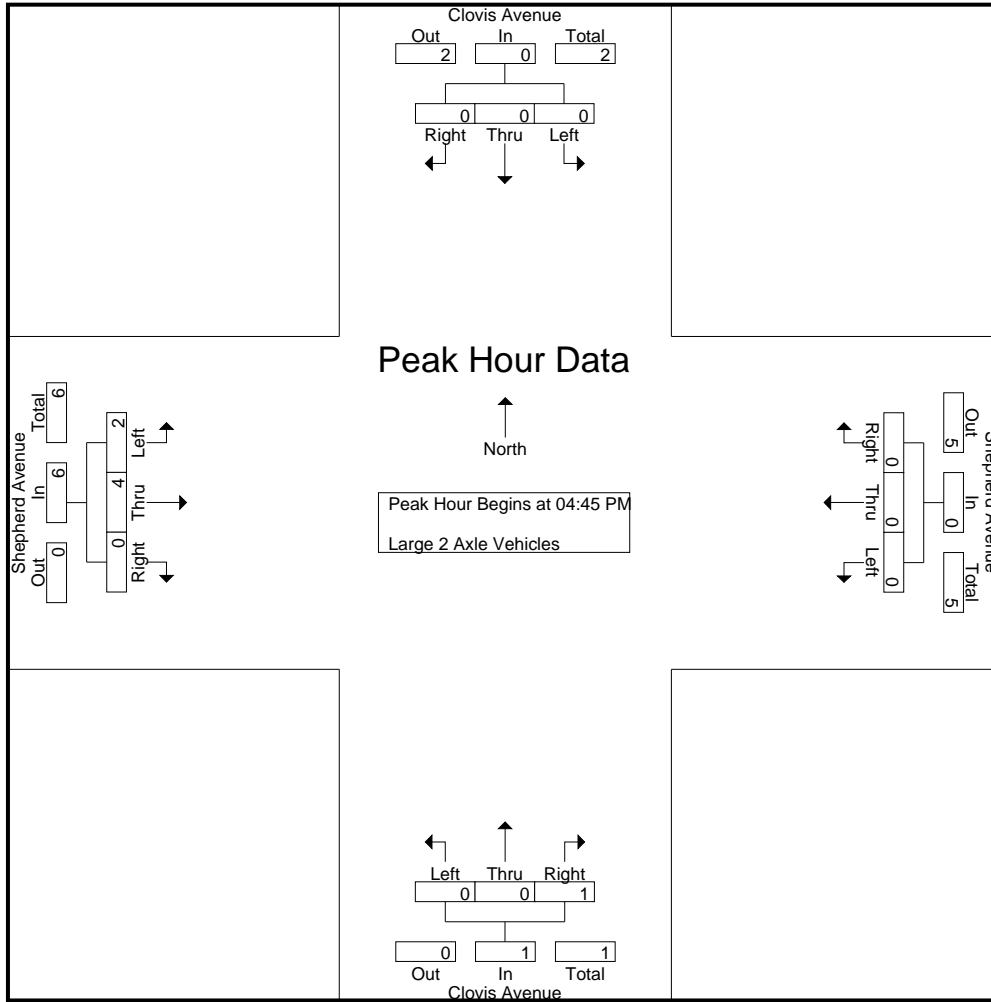
Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	3	0	5	0	0	1	1	0	1	0	1	7
04:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	5	1	6	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5
Total	0	0	0	0	2	4	0	6	1	0	1	2	2	9	1	12	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	2	3
Grand Total	0	0	0	0	2	4	0	6	1	0	2	3	2	10	2	14	23
Apprch %	0	0	0		33.3	66.7	0		33.3	0	66.7		14.3	71.4	14.3		
Total %	0	0	0		8.7	17.4	0	26.1	4.3	0	8.7	13	8.7	43.5	8.7	60.9	

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	2	4	0	6	7
% App. Total	0	0	0		0	0	0		0	0	100		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.333	.000	.300	.350

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	2	4	0	6
% App. Total	0	0	0	0	0	0	0	0	0	0	100		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.333	.000	.300

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

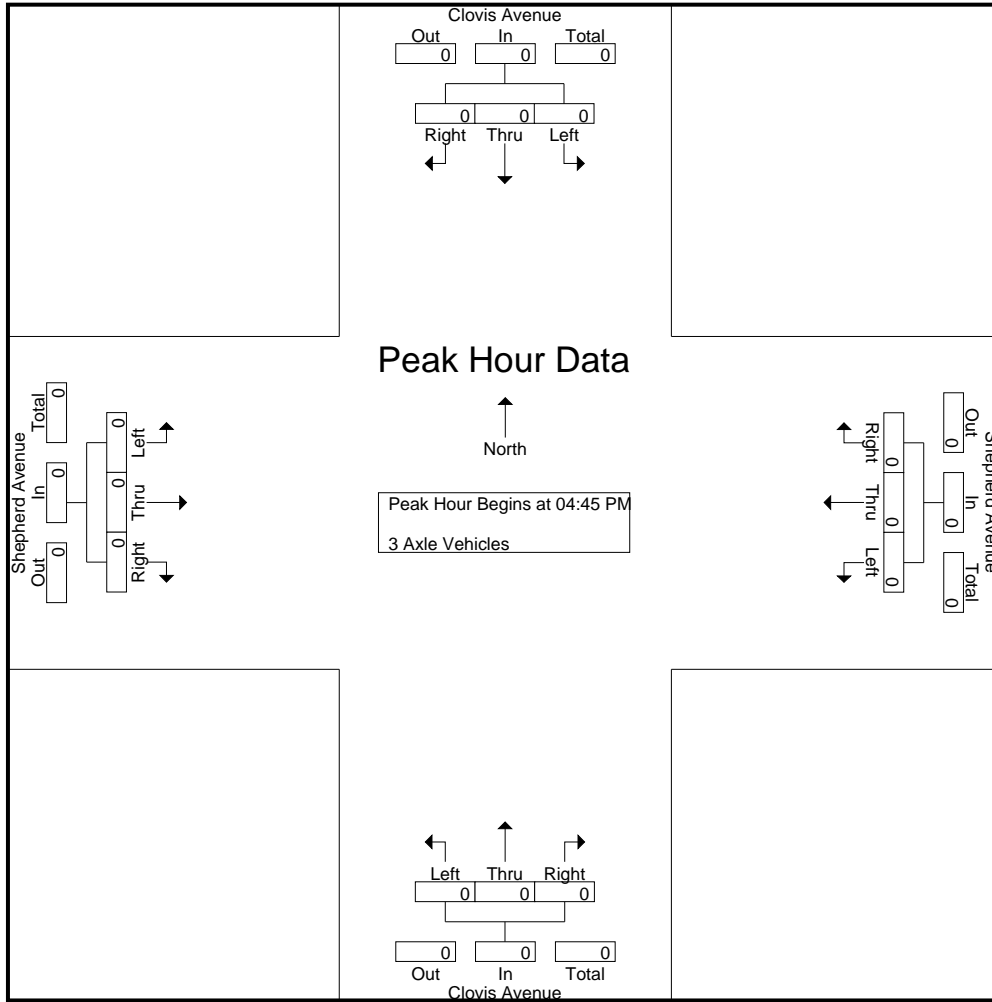
Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

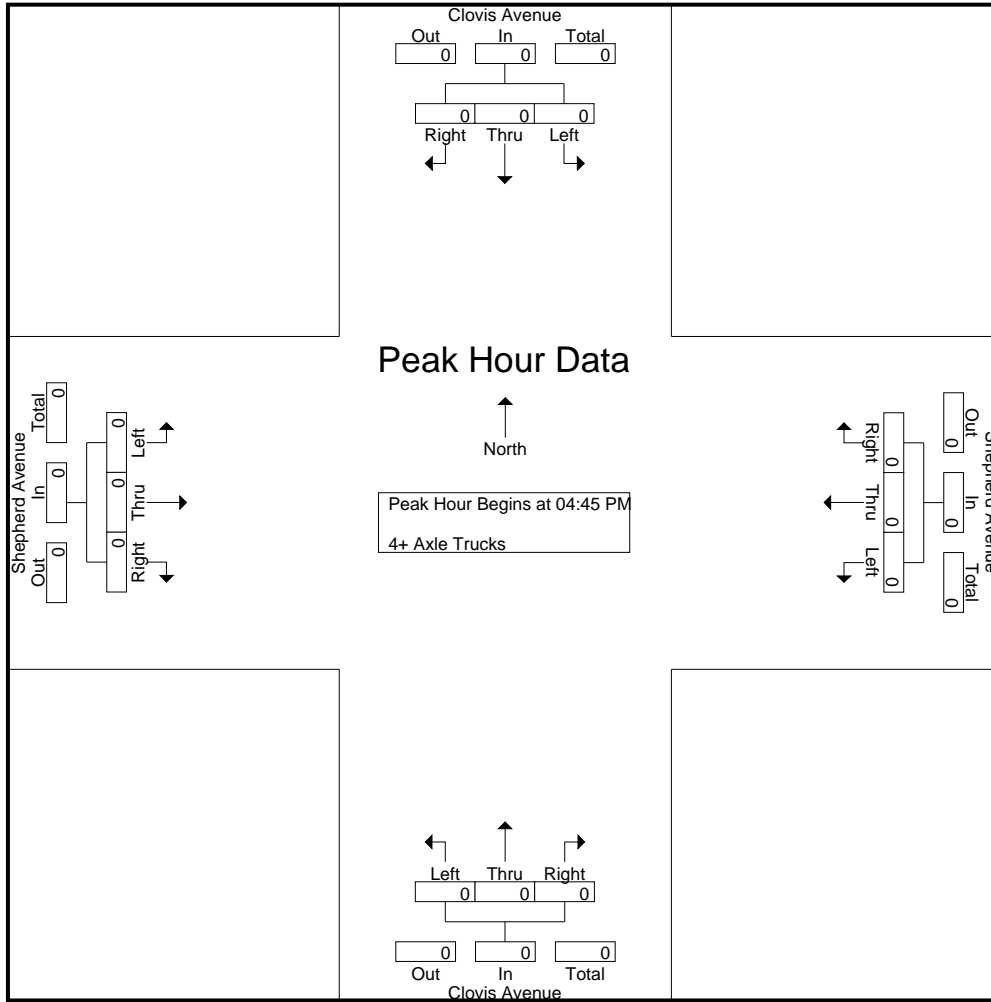
Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Shepherd Avenue	South Leg Clovis Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	2	0	1	0	3
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	6	0	2	1	9

	North Leg Clovis Avenue	East Leg Shepherd Avenue	South Leg Clovis Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	3	0	3

Location: Clovis
 N/S: Clovis Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Shepherd Avenue			Northbound Clovis Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	4	0	7

	Southbound Clovis Avenue			Westbound Shepherd Avenue			Northbound Clovis Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

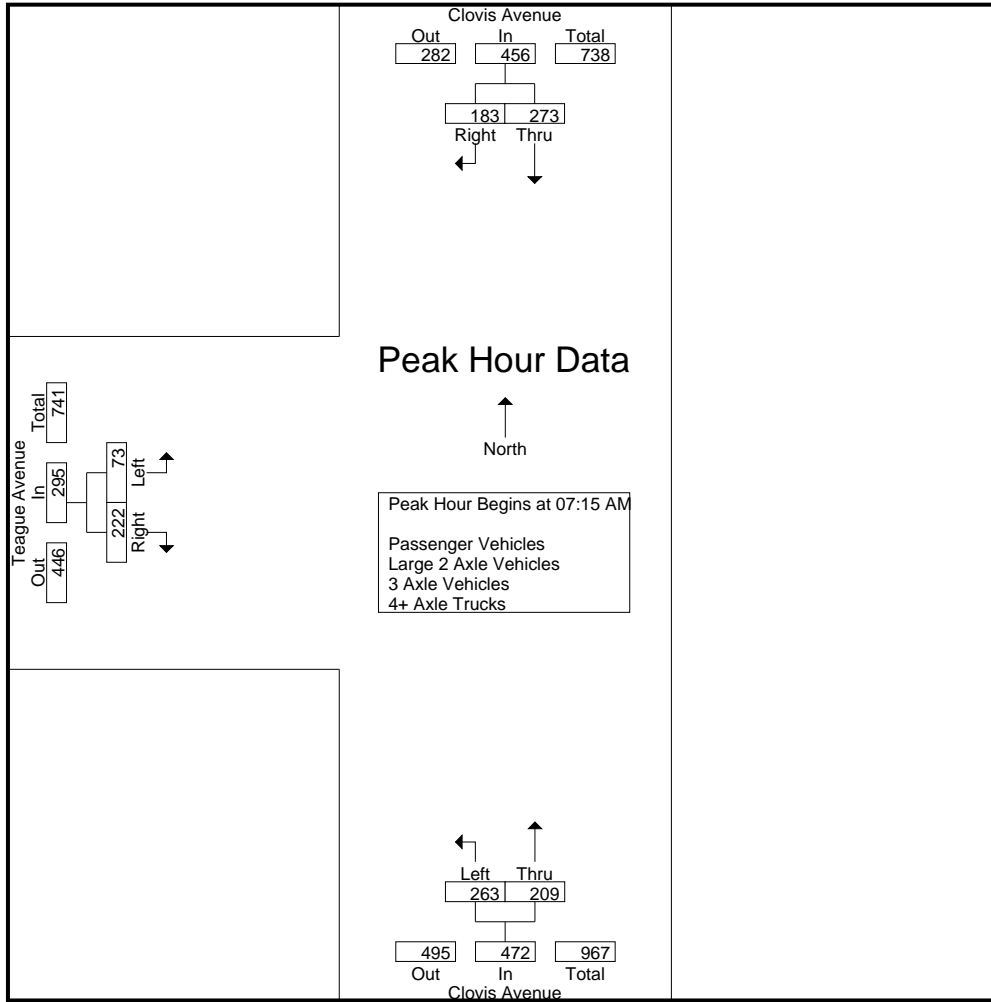
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	44	17	61	22	37	59	3	24	27	147
07:15 AM	51	53	104	79	55	134	15	33	48	286
07:30 AM	75	70	145	110	53	163	19	76	95	403
07:45 AM	78	29	107	43	54	97	22	70	92	296
Total	248	169	417	254	199	453	59	203	262	1132
08:00 AM	69	31	100	31	47	78	17	43	60	238
08:15 AM	75	20	95	19	52	71	24	53	77	243
08:30 AM	48	12	60	17	44	61	7	27	34	155
08:45 AM	57	10	67	12	34	46	5	16	21	134
Total	249	73	322	79	177	256	53	139	192	770
Grand Total	497	242	739	333	376	709	112	342	454	1902
Apprch %	67.3	32.7		47	53		24.7	75.3		
Total %	26.1	12.7	38.9	17.5	19.8	37.3	5.9	18	23.9	
Passenger Vehicles	486	237	723	333	360	693	110	339	449	1865
% Passenger Vehicles	97.8	97.9	97.8	100	95.7	97.7	98.2	99.1	98.9	98.1
Large 2 Axle Vehicles	4	1	5	0	11	11	2	1	3	19
% Large 2 Axle Vehicles	0.8	0.4	0.7	0	2.9	1.6	1.8	0.3	0.7	1
3 Axle Vehicles	4	2	6	0	2	2	0	2	2	10
% 3 Axle Vehicles	0.8	0.8	0.8	0	0.5	0.3	0	0.6	0.4	0.5
4+ Axle Trucks	3	2	5	0	3	3	0	0	0	8
% 4+ Axle Trucks	0.6	0.8	0.7	0	0.8	0.4	0	0	0	0.4

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	51	53	104	79	55	134	15	33	48	286
07:30 AM	75	70	145	110	53	163	19	76	95	403
07:45 AM	78	29	107	43	54	97	22	70	92	296
08:00 AM	69	31	100	31	47	78	17	43	60	238
Total Volume	273	183	456	263	209	472	73	222	295	1223
% App. Total	59.9	40.1		55.7	44.3		24.7	75.3		
PHF	.875	.654	.786	.598	.950	.724	.830	.730	.776	.759

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	51	53	104	79	55	134	19	76	95
+15 mins.	75	70	145	110	53	163	22	70	92
+30 mins.	78	29	107	43	54	97	17	43	60
+45 mins.	69	31	100	31	47	78	24	53	77
Total Volume	273	183	456	263	209	472	82	242	324
% App. Total	59.9	40.1		55.7	44.3		25.3	74.7	
PHF	.875	.654	.786	.598	.950	.724	.854	.796	.853

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

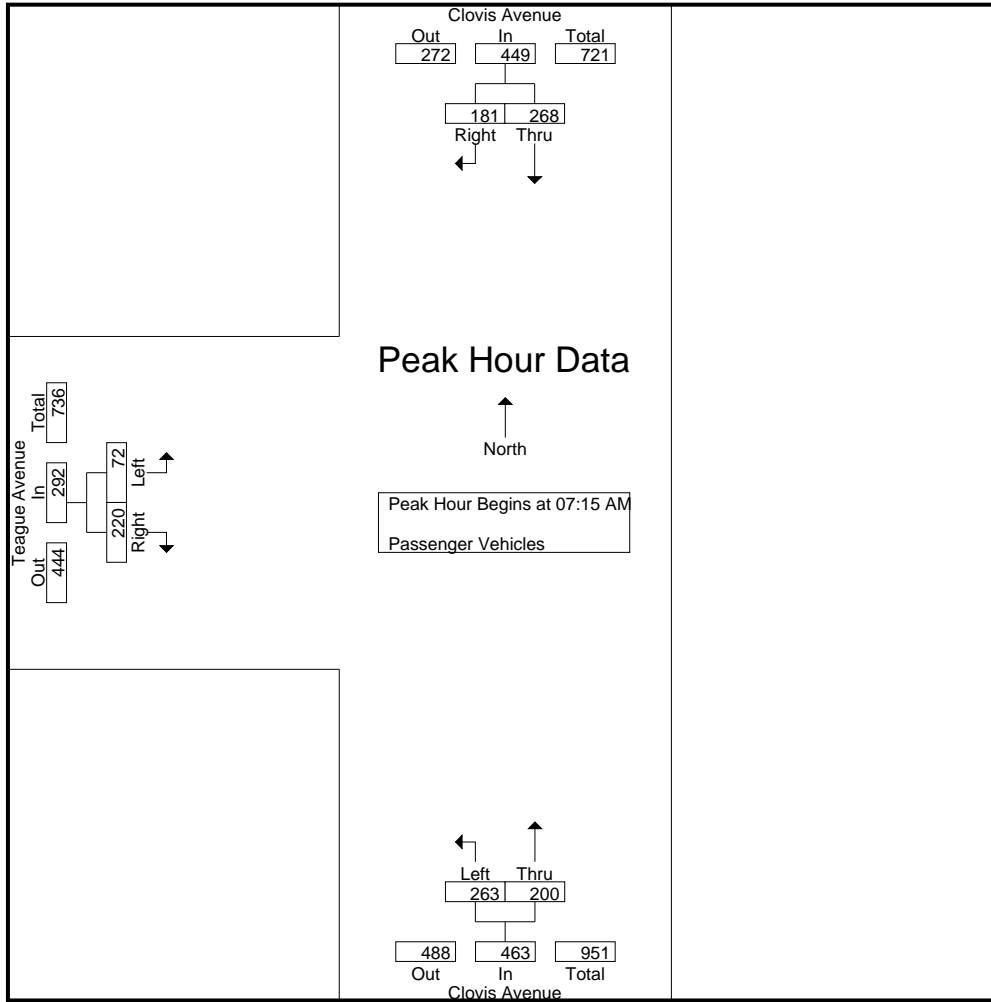
Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	43	16	59	22	35	57	2	24	26	142
07:15 AM	50	53	103	79	54	133	14	32	46	282
07:30 AM	74	70	144	110	50	160	19	76	95	399
07:45 AM	76	29	105	43	50	93	22	69	91	289
Total	243	168	411	254	189	443	57	201	258	1112
08:00 AM	68	29	97	31	46	77	17	43	60	234
08:15 AM	74	19	93	19	49	68	24	52	76	237
08:30 AM	46	11	57	17	43	60	7	27	34	151
08:45 AM	55	10	65	12	33	45	5	16	21	131
Total	243	69	312	79	171	250	53	138	191	753
Grand Total	486	237	723	333	360	693	110	339	449	1865
Apprch %	67.2	32.8		48.1	51.9		24.5	75.5		
Total %	26.1	12.7	38.8	17.9	19.3	37.2	5.9	18.2	24.1	

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	50	53	103	79	54	133	14	32	46	282
07:30 AM	74	70	144	110	50	160	19	76	95	399
07:45 AM	76	29	105	43	50	93	22	69	91	289
08:00 AM	68	29	97	31	46	77	17	43	60	234
Total Volume	268	181	449	263	200	463	72	220	292	1204
% App. Total	59.7	40.3		56.8	43.2		24.7	75.3		
PHF	.882	.646	.780	.598	.926	.723	.818	.724	.768	.754

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	50	53	103	79	54	133	14	32	46
+15 mins.	74	70	144	110	50	160	19	76	95
+30 mins.	76	29	105	43	50	93	22	69	91
+45 mins.	68	29	97	31	46	77	17	43	60
Total Volume	268	181	449	263	200	463	72	220	292
% App. Total	59.7	40.3		56.8	43.2		24.7	75.3	
PHF	.882	.646	.780	.598	.926	.723	.818	.724	.768

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	1	0	1	0	1	1	1	0	1	3
07:15 AM	0	0	0	0	1	1	1	0	1	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	1	0	1	0	4	4	0	0	0	5
Total	2	0	2	0	8	8	2	0	2	12
08:00 AM	1	1	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	1	1	0	1	1	2
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	1	0	1	0	1	1	0	0	0	2
Total	2	1	3	0	3	3	0	1	1	7
Grand Total	4	1	5	0	11	11	2	1	3	19
Apprch %	80	20		0	100		66.7	33.3		
Total %	21.1	5.3	26.3	0	57.9	57.9	10.5	5.3	15.8	

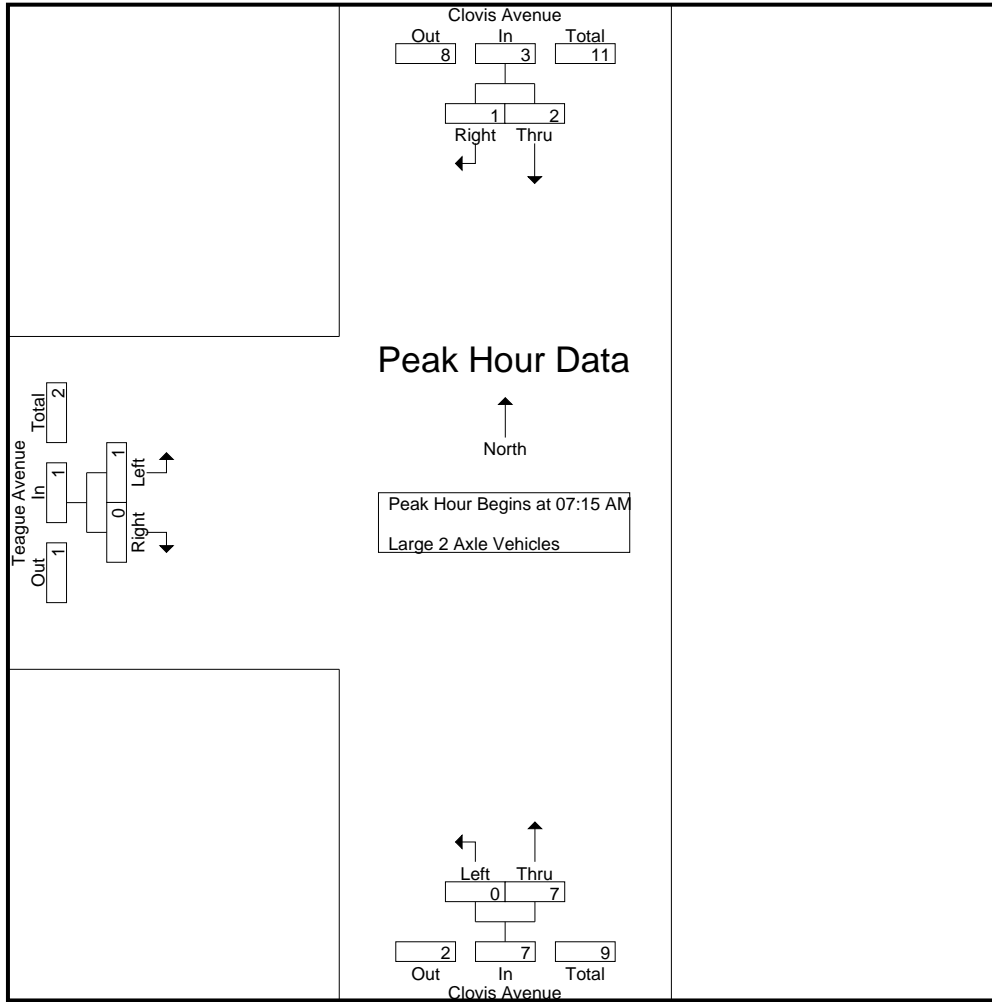
Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	0	0	0	0	1	1	1	0	1	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	1	0	1	0	4	4	0	0	0	5
08:00 AM	1	1	2	0	0	0	0	0	0	2
Total Volume	2	1	3	0	7	7	1	0	1	11
% App. Total	66.7	33.3		0	100		100	0		
PHF	.500	.250	.375	.000	.438	.438	.250	.000	.250	.550

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	1	1	1	0	1
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	1	0	1	0	4	4	0	0	0
+45 mins.	1	1	2	0	0	0	0	0	0
Total Volume	2	1	3	0	7	7	1	0	1
% App. Total	66.7	33.3		0	100		100	0	
PHF	.500	.250	.375	.000	.438	.438	.250	.000	.250

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	1	1	2
Total	2	0	2	0	0	0	0	2	2	4
08:00 AM	0	1	1	0	1	1	0	0	0	2
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	2	1	3	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	2	4	0	2	2	0	0	0	6
Grand Total	4	2	6	0	2	2	0	2	2	10
Apprch %	66.7	33.3		0	100		0	100		
Total %	40	20	60	0	20	20	0	20	20	

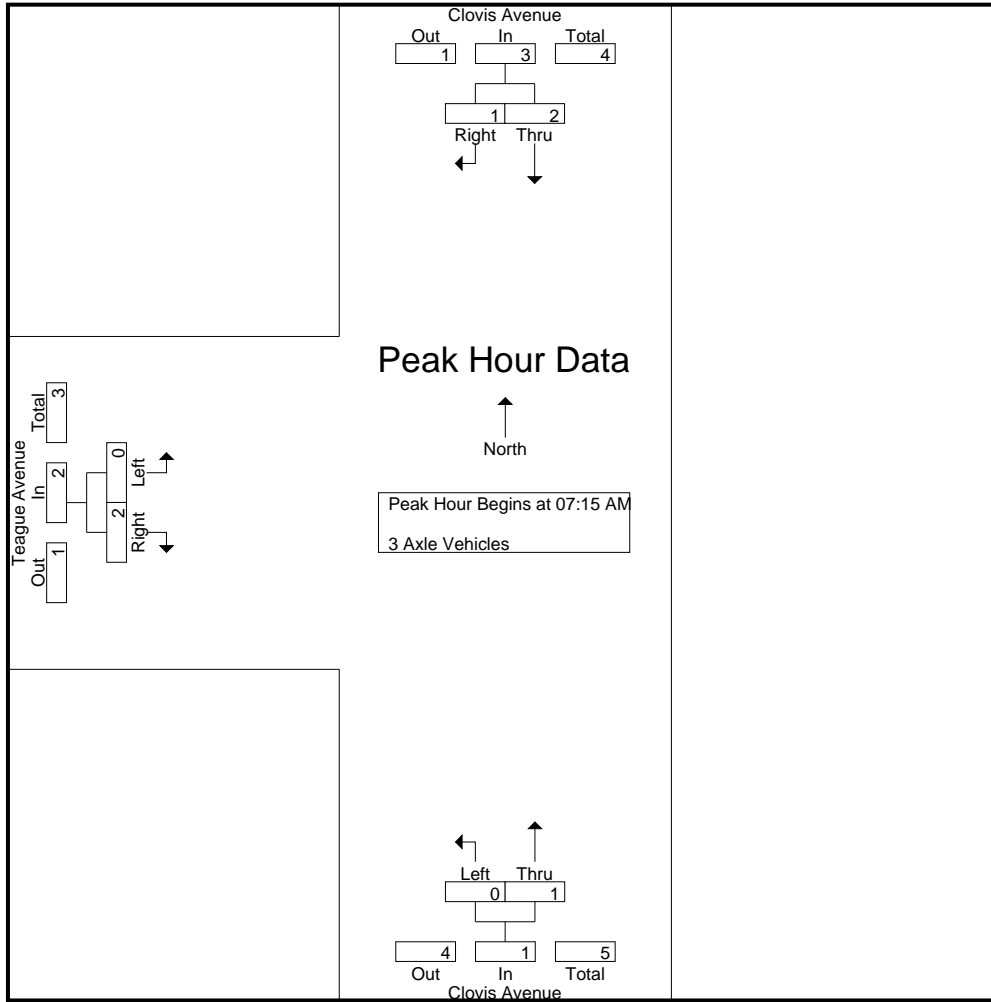
Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	1	1	2
08:00 AM	0	1	1	0	1	1	0	0	0	2
Total Volume	2	1	3	0	1	1	0	2	2	6
% App. Total	66.7	33.3		0	100		0	100		
PHF	.500	.250	.750	.000	.250	.250	.000	.500	.500	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	1	0	1	0	0	0	0	1	1
+45 mins.	0	1	1	0	1	1	0	0	0
Total Volume	2	1	3	0	1	1	0	2	2
% App. Total	66.7	33.3		0	100		0	100	
PHF	.500	.250	.750	.000	.250	.250	.000	.500	.500

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	1	1	0	1	1	0	0	0	2
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	2	2	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	1	2	0	1	1	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	1	3	0	1	1	0	0	0	4
Grand Total	3	2	5	0	3	3	0	0	0	8
Apprch %	60	40		0	100		0	0		
Total %	37.5	25	62.5	0	37.5	37.5	0	0	0	

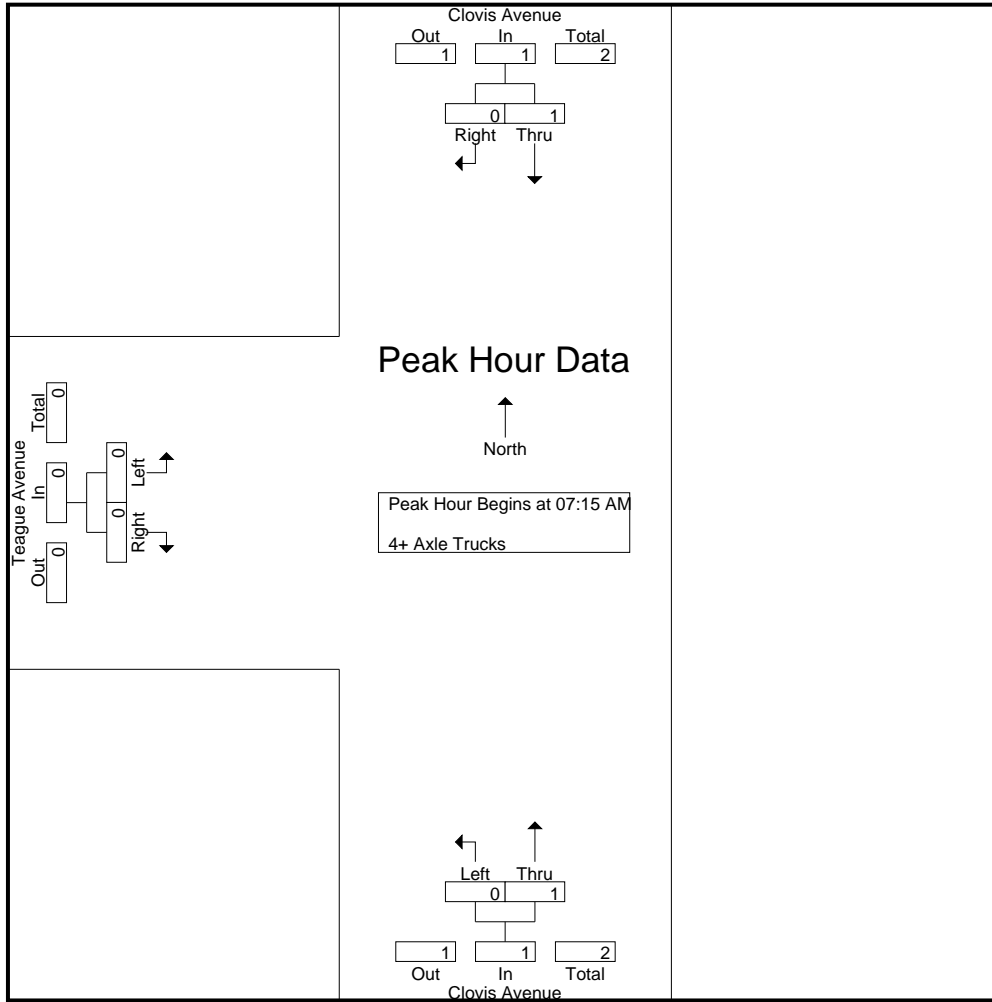
Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0	2
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

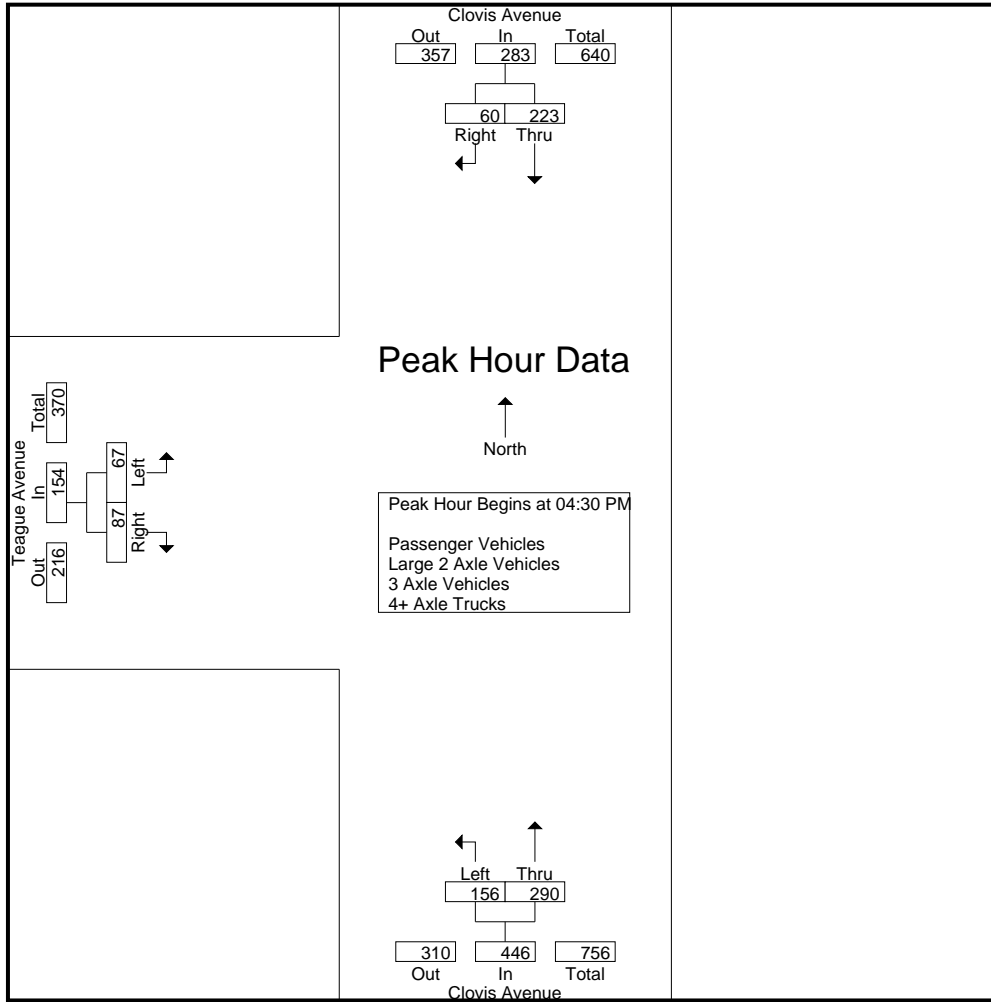
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	56	7	63	38	71	109	17	19	36	208
04:15 PM	52	7	59	19	68	87	13	21	34	180
04:30 PM	48	14	62	37	71	108	10	12	22	192
04:45 PM	54	16	70	29	73	102	14	22	36	208
Total	210	44	254	123	283	406	54	74	128	788
05:00 PM	78	15	93	54	72	126	23	31	54	273
05:15 PM	43	15	58	36	74	110	20	22	42	210
05:30 PM	45	7	52	28	67	95	14	25	39	186
05:45 PM	34	8	42	25	68	93	15	25	40	175
Total	200	45	245	143	281	424	72	103	175	844
Grand Total	410	89	499	266	564	830	126	177	303	1632
Apprch %	82.2	17.8		32	68		41.6	58.4		
Total %	25.1	5.5	30.6	16.3	34.6	50.9	7.7	10.8	18.6	
Passenger Vehicles	408	89	497	261	563	824	125	175	300	1621
% Passenger Vehicles	99.5	100	99.6	98.1	99.8	99.3	99.2	98.9	99	99.3
Large 2 Axle Vehicles	2	0	2	3	1	4	1	1	2	8
% Large 2 Axle Vehicles	0.5	0	0.4	1.1	0.2	0.5	0.8	0.6	0.7	0.5
3 Axle Vehicles	0	0	0	2	0	2	0	1	1	3
% 3 Axle Vehicles	0	0	0	0.8	0	0.2	0	0.6	0.3	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	48	14	62	37	71	108	10	12	22	192
04:45 PM	54	16	70	29	73	102	14	22	36	208
05:00 PM	78	15	93	54	72	126	23	31	54	273
05:15 PM	43	15	58	36	74	110	20	22	42	210
Total Volume	223	60	283	156	290	446	67	87	154	883
% App. Total	78.8	21.2		35	65		43.5	56.5		
PHF	.715	.938	.761	.722	.980	.885	.728	.702	.713	.809

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			05:00 PM		
+0 mins.	52	7	59	37	71	108	23	31	54
+15 mins.	48	14	62	29	73	102	20	22	42
+30 mins.	54	16	70	54	72	126	14	25	39
+45 mins.	78	15	93	36	74	110	15	25	40
Total Volume	232	52	284	156	290	446	72	103	175
% App. Total	81.7	18.3		35	65		41.1	58.9	
PHF	.744	.813	.763	.722	.980	.885	.783	.831	.810

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	55	7	62	36	71	107	17	17	34	203
04:15 PM	51	7	58	19	67	86	13	21	34	178
04:30 PM	48	14	62	37	71	108	10	12	22	192
04:45 PM	54	16	70	28	73	101	14	22	36	207
Total	208	44	252	120	282	402	54	72	126	780
05:00 PM	78	15	93	53	72	125	23	31	54	272
05:15 PM	43	15	58	35	74	109	19	22	41	208
05:30 PM	45	7	52	28	67	95	14	25	39	186
05:45 PM	34	8	42	25	68	93	15	25	40	175
Total	200	45	245	141	281	422	71	103	174	841
Grand Total	408	89	497	261	563	824	125	175	300	1621
Apprch %	82.1	17.9		31.7	68.3		41.7	58.3		
Total %	25.2	5.5	30.7	16.1	34.7	50.8	7.7	10.8	18.5	

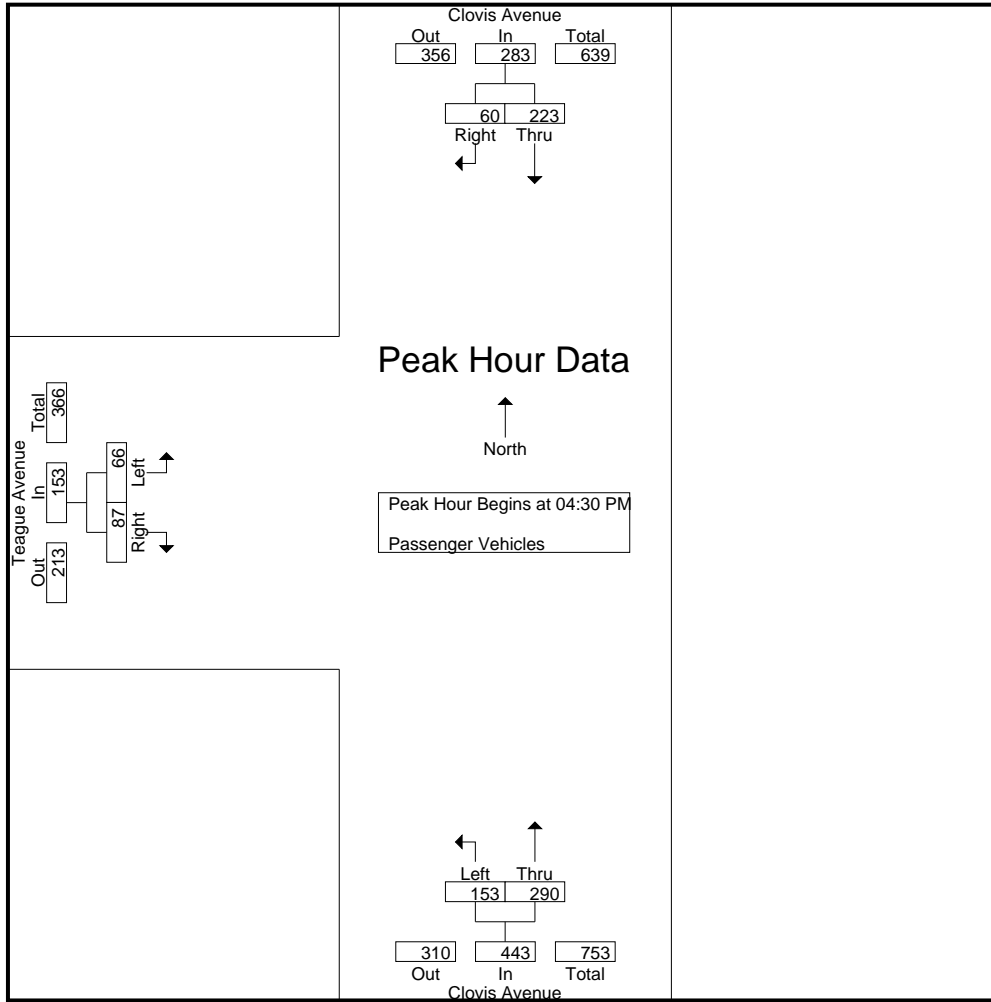
Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	48	14	62	37	71	108	10	12	22	192
04:45 PM	54	16	70	28	73	101	14	22	36	207
05:00 PM	78	15	93	53	72	125	23	31	54	272
05:15 PM	43	15	58	35	74	109	19	22	41	208
Total Volume	223	60	283	153	290	443	66	87	153	879
% App. Total	78.8	21.2		34.5	65.5		43.1	56.9		
PHF	.715	.938	.761	.722	.980	.886	.717	.702	.708	.808

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	48	14	62	37	71	108	10	12	22
+15 mins.	54	16	70	28	73	101	14	22	36
+30 mins.	78	15	93	53	72	125	23	31	54
+45 mins.	43	15	58	35	74	109	19	22	41
Total Volume	223	60	283	153	290	443	66	87	153
% App. Total	78.8	21.2		34.5	65.5		43.1	56.9	
PHF	.715	.938	.761	.722	.980	.886	.717	.702	.708

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	0	1	0	0	0	0	1	1	2
04:15 PM	1	0	1	0	1	1	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	2	0	2	1	1	2	0	1	1	5
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	1	0	1	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	1	0	1	3
Grand Total	2	0	2	3	1	4	1	1	2	8
Apprch %	100	0		75	25		50	50		
Total %	25	0	25	37.5	12.5	50	12.5	12.5	25	

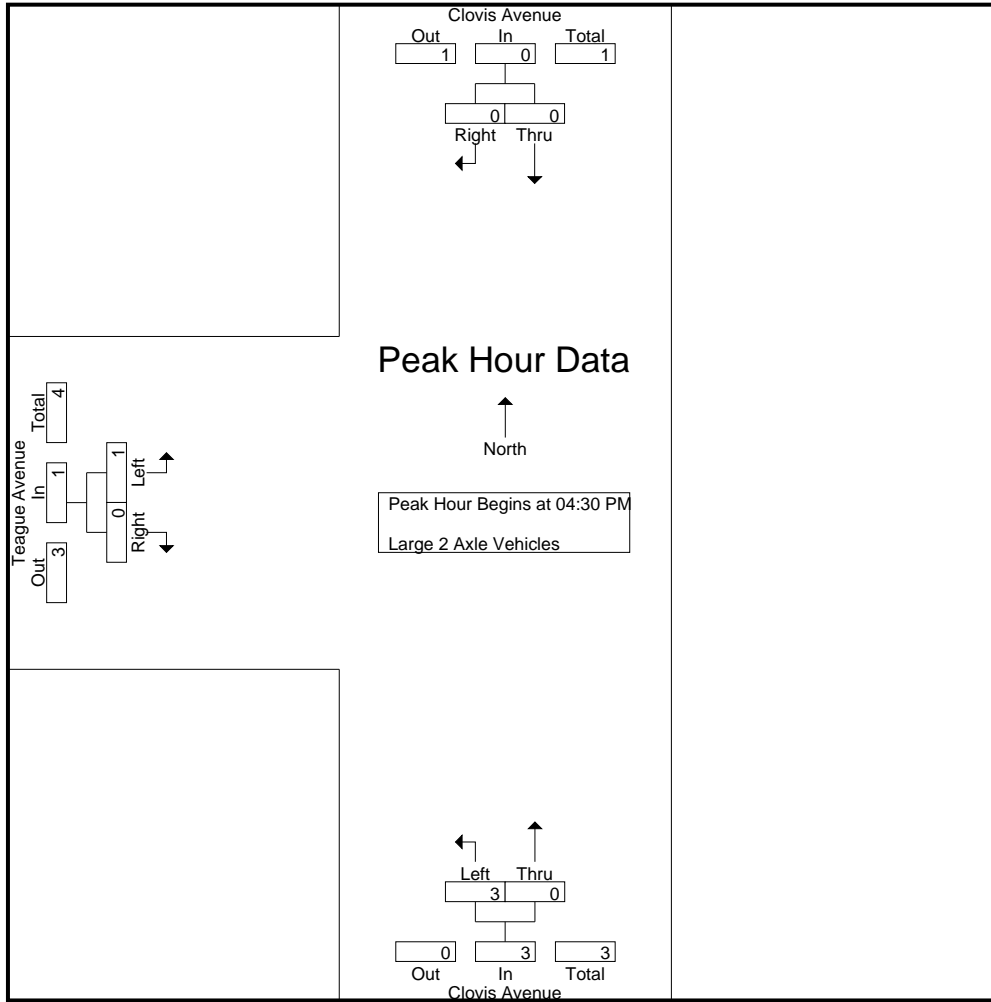
Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	1	0	1	1	0	1	2
Total Volume	0	0	0	3	0	3	1	0	1	4
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.750	.000	.750	.250	.000	.250	.500

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	1	0	1	1	0	1
Total Volume	0	0	0	3	0	3	1	0	1
% App. Total	0	0	0	100	0	100	100	0	100
PHF	.000	.000	.000	.750	.000	.750	.250	.000	.250

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

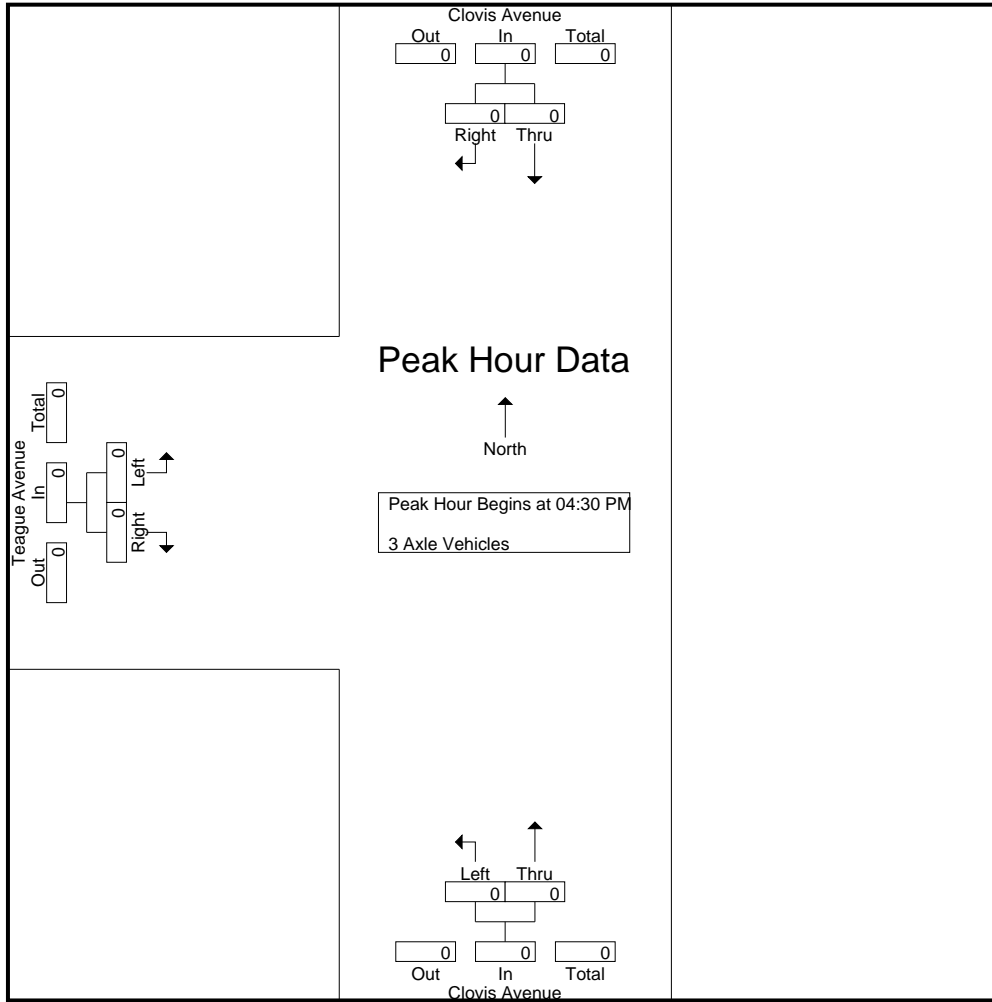
Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	2	0	2	0	1	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	2	0	2	0	1	1	3
Apprch %	0	0		100	0		0	100		
Total %	0	0		66.7	0	66.7	0	33.3	33.3	

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

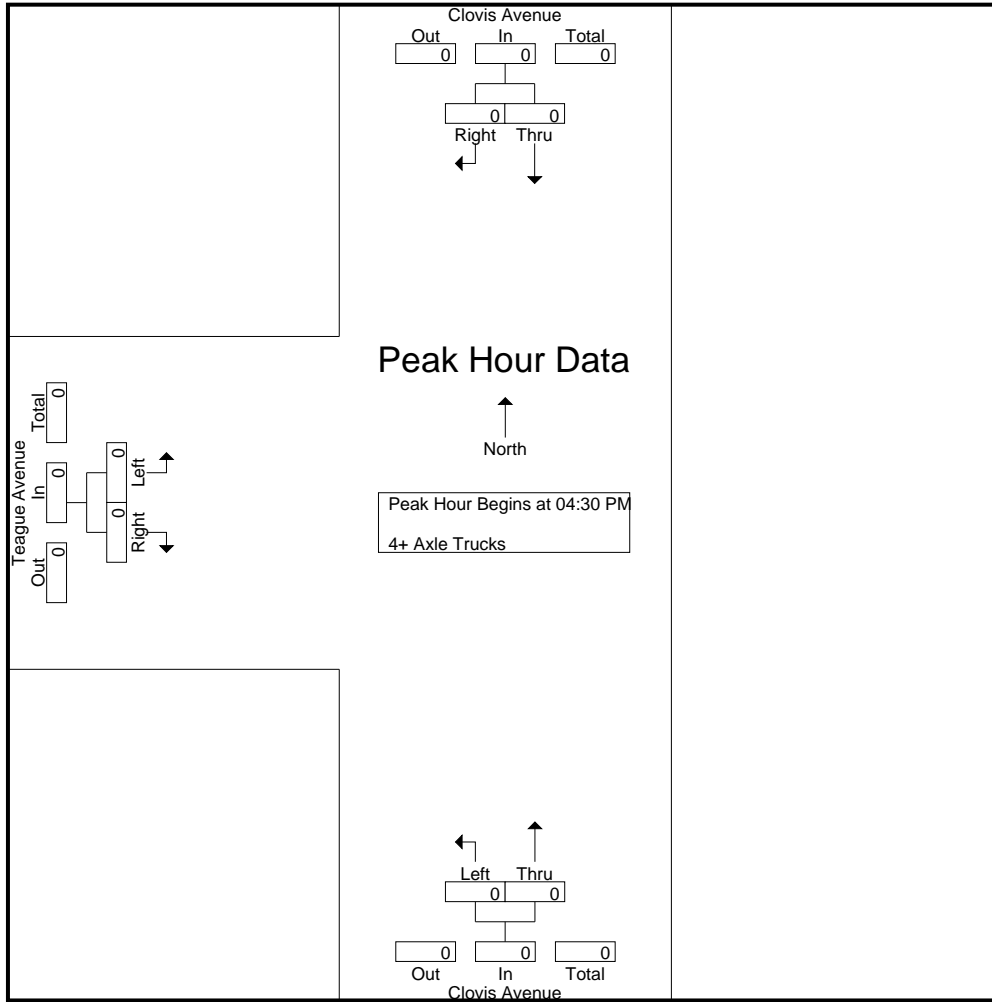
Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue
 Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Teague Avenue	South Leg Clovis Avenue	West Leg Teague Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	1	0	2
7:15 AM	3	0	2	0	5
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	9	30	39
8:15 AM	1	0	14	7	22
8:30 AM	2	0	0	0	2
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	9	0	26	38	73

	North Leg Clovis Avenue	East Leg Teague Avenue	South Leg Clovis Avenue	West Leg Teague Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	2	0	0	1	3

Location: Clovis
 N/S: Clovis Avenue
 E/W: Teague Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Teague Avenue			Northbound Clovis Avenue			Eastbound Teague Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	2	0	0	0	0	0	0	1	0	0	4
8:00 AM	0	0	2	0	0	0	1	1	0	3	0	0	7
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	10	0	0	0	2	1	0	4	0	0	18

	Southbound Clovis Avenue			Westbound Teague Avenue			Northbound Clovis Avenue			Eastbound Teague Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	2	0	1	4

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

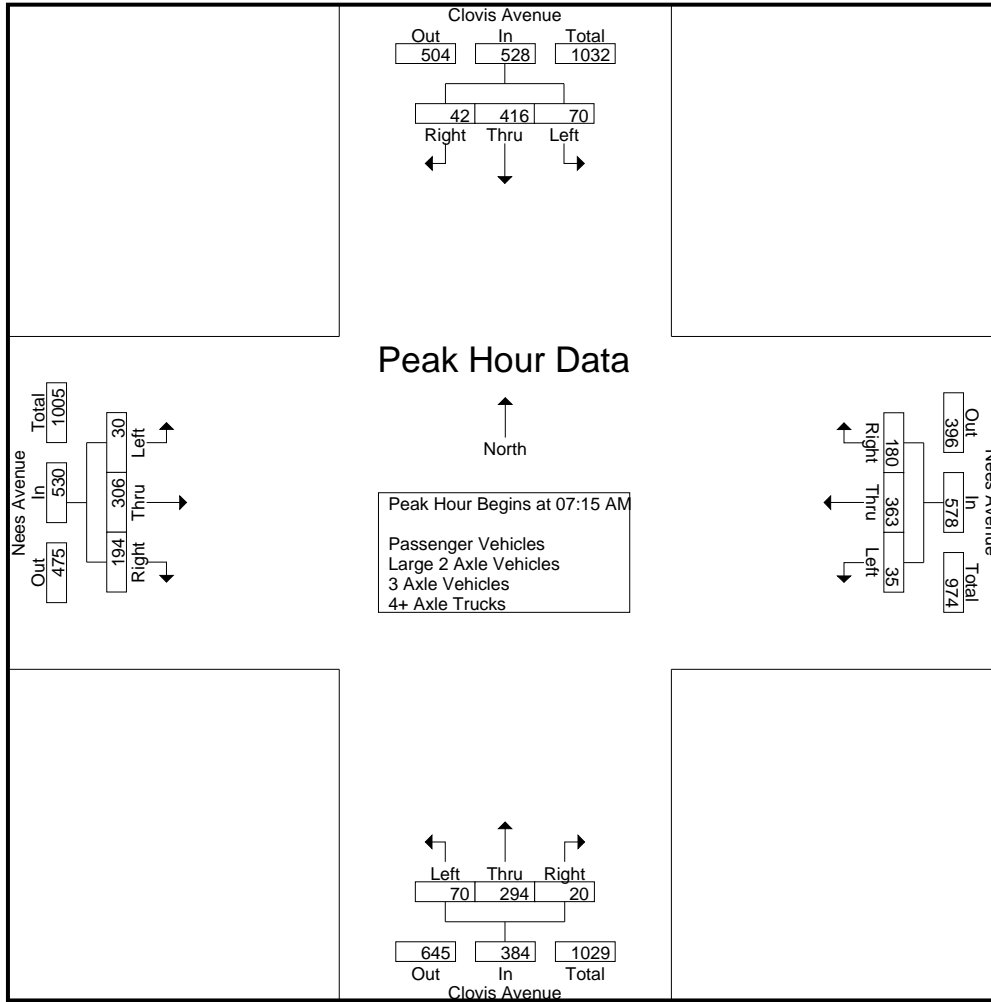
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	76	5	82	6	52	16	74	7	53	5	65	1	42	18	61	282
07:15 AM	8	83	6	97	6	130	47	183	16	80	7	103	4	53	29	86	469
07:30 AM	27	128	6	161	15	88	86	189	16	81	3	100	8	71	54	133	583
07:45 AM	27	115	7	149	7	62	27	96	20	71	3	94	11	111	68	190	529
Total	63	402	24	489	34	332	176	542	59	285	18	362	24	277	169	470	1863
08:00 AM	8	90	23	121	7	83	20	110	18	62	7	87	7	71	43	121	439
08:15 AM	14	98	19	131	10	92	12	114	14	49	2	65	4	34	33	71	381
08:30 AM	8	82	12	102	4	65	9	78	17	46	5	68	4	48	32	84	332
08:45 AM	3	70	2	75	6	71	6	83	11	39	3	53	6	41	35	82	293
Total	33	340	56	429	27	311	47	385	60	196	17	273	21	194	143	358	1445
Grand Total	96	742	80	918	61	643	223	927	119	481	35	635	45	471	312	828	3308
Apprch %	10.5	80.8	8.7		6.6	69.4	24.1		18.7	75.7	5.5		5.4	56.9	37.7		
Total %	2.9	22.4	2.4	27.8	1.8	19.4	6.7	28	3.6	14.5	1.1	19.2	1.4	14.2	9.4	25	
Passenger Vehicles	94	732	78	904	61	635	223	919	117	466	34	617	44	464	305	813	3253
% Passenger Vehicles	97.9	98.7	97.5	98.5	100	98.8	100	99.1	98.3	96.9	97.1	97.2	97.8	98.5	97.8	98.2	98.3
Large 2 Axle Vehicles	2	5	1	8	0	7	0	7	1	13	1	15	1	6	7	14	44
% Large 2 Axle Vehicles	2.1	0.7	1.2	0.9	0	1.1	0	0.8	0.8	2.7	2.9	2.4	2.2	1.3	2.2	1.7	1.3
3 Axle Vehicles	0	2	1	3	0	1	0	1	1	0	0	1	0	1	0	1	6
% 3 Axle Vehicles	0	0.3	1.2	0.3	0	0.2	0	0.1	0.8	0	0	0.2	0	0.2	0	0.1	0.2
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% 4+ Axle Trucks	0	0.4	0	0.3	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.2

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	83	6	97	6	130	47	183	16	80	7	103	4	53	29	86	469
07:30 AM	27	128	6	161	15	88	86	189	16	81	3	100	8	71	54	133	583
07:45 AM	27	115	7	149	7	62	27	96	20	71	3	94	11	111	68	190	529
08:00 AM	8	90	23	121	7	83	20	110	18	62	7	87	7	71	43	121	439
Total Volume	70	416	42	528	35	363	180	578	70	294	20	384	30	306	194	530	2020
% App. Total	13.3	78.8	8		6.1	62.8	31.1		18.2	76.6	5.2		5.7	57.7	36.6		
PHF	.648	.813	.457	.820	.583	.698	.523	.765	.875	.907	.714	.932	.682	.689	.713	.697	.866

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM							
+0 mins.	27	128	6	161	6	130	47	183	16	80	7	103	4	53	29	86
+15 mins.	27	115	7	149	15	88	86	189	16	81	3	100	8	71	54	133
+30 mins.	8	90	23	121	7	62	27	96	20	71	3	94	11	111	68	190
+45 mins.	14	98	19	131	7	83	20	110	18	62	7	87	7	71	43	121
Total Volume	76	431	55	562	35	363	180	578	70	294	20	384	30	306	194	530
% App. Total	13.5	76.7	9.8		6.1	62.8	31.1		18.2	76.6	5.2		5.7	57.7	36.6	
PHF	.704	.842	.598	.873	.583	.698	.523	.765	.875	.907	.714	.932	.682	.689	.713	.697

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	75	5	81	6	52	16	74	7	52	5	64	1	41	18	60	279
07:15 AM	8	82	5	95	6	127	47	180	16	77	7	100	4	51	27	82	457
07:30 AM	27	127	6	160	15	88	86	189	15	79	3	97	8	70	53	131	577
07:45 AM	27	114	7	148	7	61	27	95	20	67	3	90	11	111	67	189	522
Total	63	398	23	484	34	328	176	538	58	275	18	351	24	273	165	462	1835
08:00 AM	7	88	22	117	7	83	20	110	18	61	6	85	7	70	42	119	431
08:15 AM	14	98	19	131	10	92	12	114	13	46	2	61	4	33	32	69	375
08:30 AM	8	81	12	101	4	63	9	76	17	45	5	67	4	48	32	84	328
08:45 AM	2	67	2	71	6	69	6	81	11	39	3	53	5	40	34	79	284
Total	31	334	55	420	27	307	47	381	59	191	16	266	20	191	140	351	1418
Grand Total	94	732	78	904	61	635	223	919	117	466	34	617	44	464	305	813	3253
Apprch %	10.4	81	8.6		6.6	69.1	24.3		19	75.5	5.5		5.4	57.1	37.5		
Total %	2.9	22.5	2.4	27.8	1.9	19.5	6.9	28.3	3.6	14.3	1	19	1.4	14.3	9.4	25	

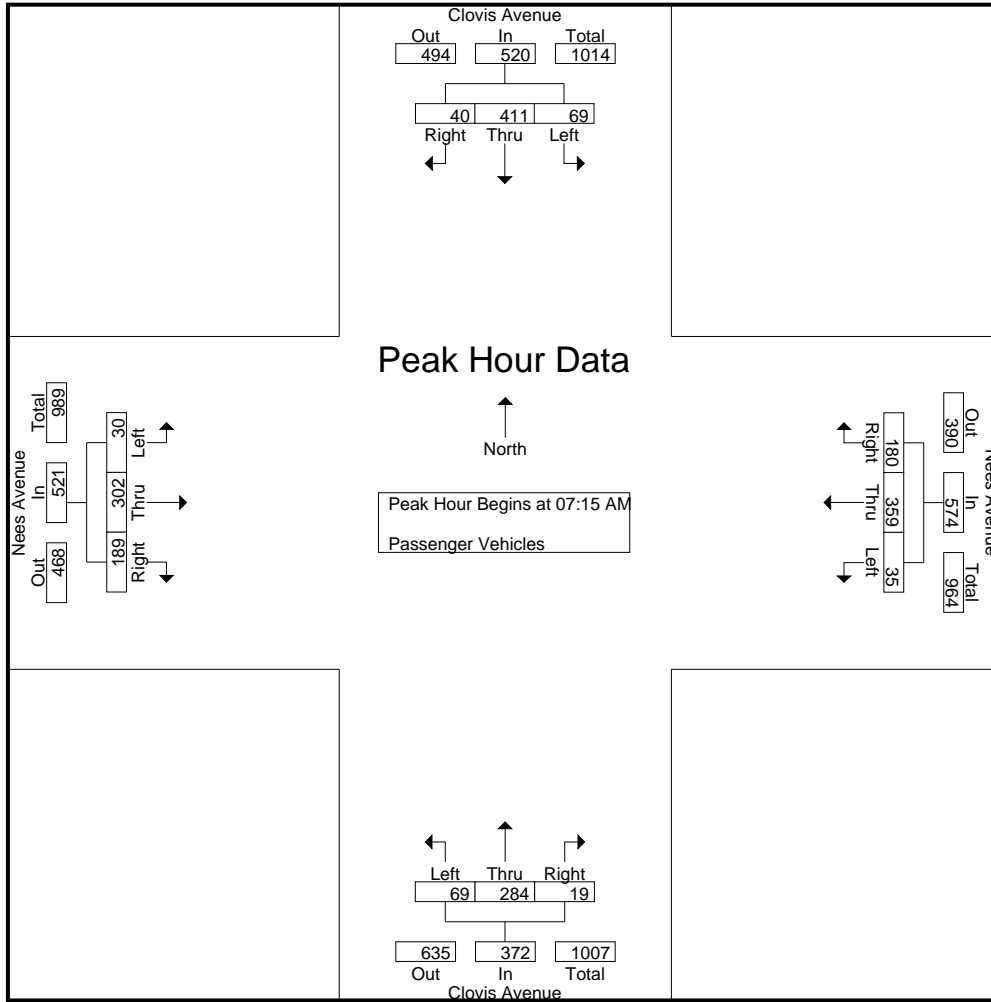
Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	8	82	5	95	6	127	47	180	16	77	7	100	4	51	27	82	457
07:30 AM	27	127	6	160	15	88	86	189	15	79	3	97	8	70	53	131	577
07:45 AM	27	114	7	148	7	61	27	95	20	67	3	90	11	111	67	189	522
08:00 AM	7	88	22	117	7	83	20	110	18	61	6	85	7	70	42	119	431
Total Volume	69	411	40	520	35	359	180	574	69	284	19	372	30	302	189	521	1987
% App. Total	13.3	79	7.7		6.1	62.5	31.4		18.5	76.3	5.1		5.8	58	36.3		
PHF	.639	.809	.455	.813	.583	.707	.523	.759	.863	.899	.679	.930	.682	.680	.705	.689	.861

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	8	82	5	95	6	127	47	180	16	77	7	100	4	51	27	82
+15 mins.	27	127	6	160	15	88	86	189	15	79	3	97	8	70	53	131
+30 mins.	27	114	7	148	7	61	27	95	20	67	3	90	11	111	67	189
+45 mins.	7	88	22	117	7	83	20	110	18	61	6	85	7	70	42	119
Total Volume	69	411	40	520	35	359	180	574	69	284	19	372	30	302	189	521
% App. Total	13.3	79	7.7		6.1	62.5	31.4		18.5	76.3	5.1		5.8	58	36.3	
PHF	.639	.809	.455	.813	.583	.707	.523	.759	.863	.899	.679	.930	.682	.680	.705	.689

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	3	0	3	0	3	0	3	0	2	2	4	10
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	4	0	4	0	0	1	1	6
Total	0	1	0	1	0	4	0	4	1	9	0	10	0	3	4	7	22
08:00 AM	1	1	1	3	0	0	0	0	0	1	1	2	0	1	1	2	7
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	1	2	4
08:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:45 AM	1	2	0	3	0	2	0	2	0	0	0	0	1	1	1	3	8
Total	2	4	1	7	0	3	0	3	0	4	1	5	1	3	3	7	22
Grand Total	2	5	1	8	0	7	0	7	1	13	1	15	1	6	7	14	44
Apprch %	25	62.5	12.5		0	100	0		6.7	86.7	6.7		7.1	42.9	50		
Total %	4.5	11.4	2.3	18.2	0	15.9	0	15.9	2.3	29.5	2.3	34.1	2.3	13.6	15.9	31.8	

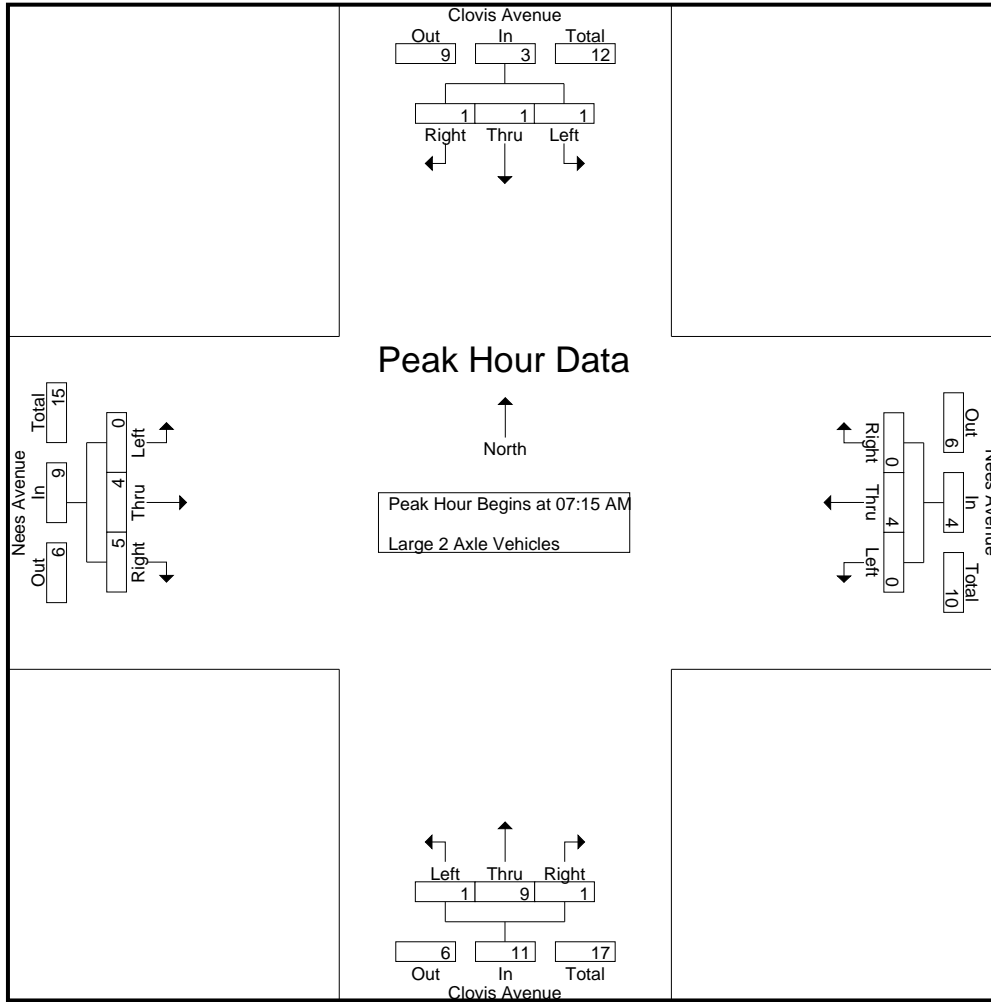
Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	3	0	3	0	3	0	3	0	2	2	4	10
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	4	0	4	0	0	1	1	6
08:00 AM	1	1	1	3	0	0	0	0	0	1	1	2	0	1	1	2	7
Total Volume	1	1	1	3	0	4	0	4	1	9	1	11	0	4	5	9	27
% App. Total	33.3	33.3	33.3		0	100	0		9.1	81.8	9.1		0	44.4	55.6		
PHF	.250	.250	.250	.250	.000	.333	.000	.333	.250	.563	.250	.688	.000	.500	.625	.563	.675

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	3	0	3	0	2	2	4
+15 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1	2
+30 mins.	0	0	0	0	0	1	0	1	0	4	0	4	0	0	1	1
+45 mins.	1	1	1	3	0	0	0	0	0	1	1	2	0	1	1	2
Total Volume	1	1	1	3	0	4	0	4	1	9	1	11	0	4	5	9
% App. Total	33.3	33.3	33.3		0	100	0		9.1	81.8	9.1		0	44.4	55.6	
PHF	.250	.250	.250	.250	.000	.333	.000	.333	.250	.563	.250	.688	.000	.500	.625	.563

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	3	0	0	0	0	0	0	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Grand Total	0	2	1	3	0	1	0	1	1	0	0	1	0	1	0	1	6
Apprch %	0	66.7	33.3		0	100	0		100	0	0		0	100	0		
Total %	0	33.3	16.7	50	0	16.7	0	16.7	16.7	0	0	16.7	0	16.7	0	16.7	

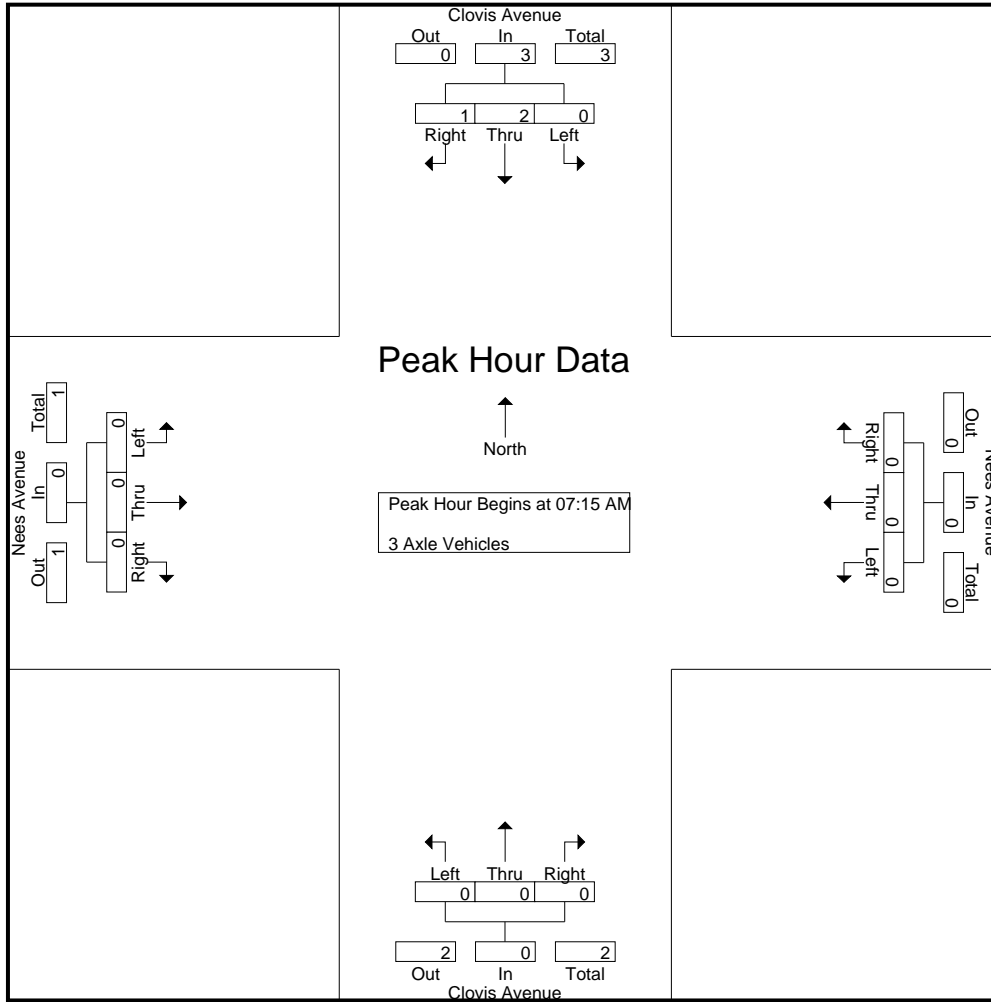
Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	66.7	33.3		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	66.7	33.3		0	0	0		0	0	0		0	0	0	
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Grand Total	0	3	0	3	0	0	0	0	0	0	2	0	2	0	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		0		
Total %	0	60	0	60	0	0	0	0	0	40	0	40	0	0	0	0	0	0	

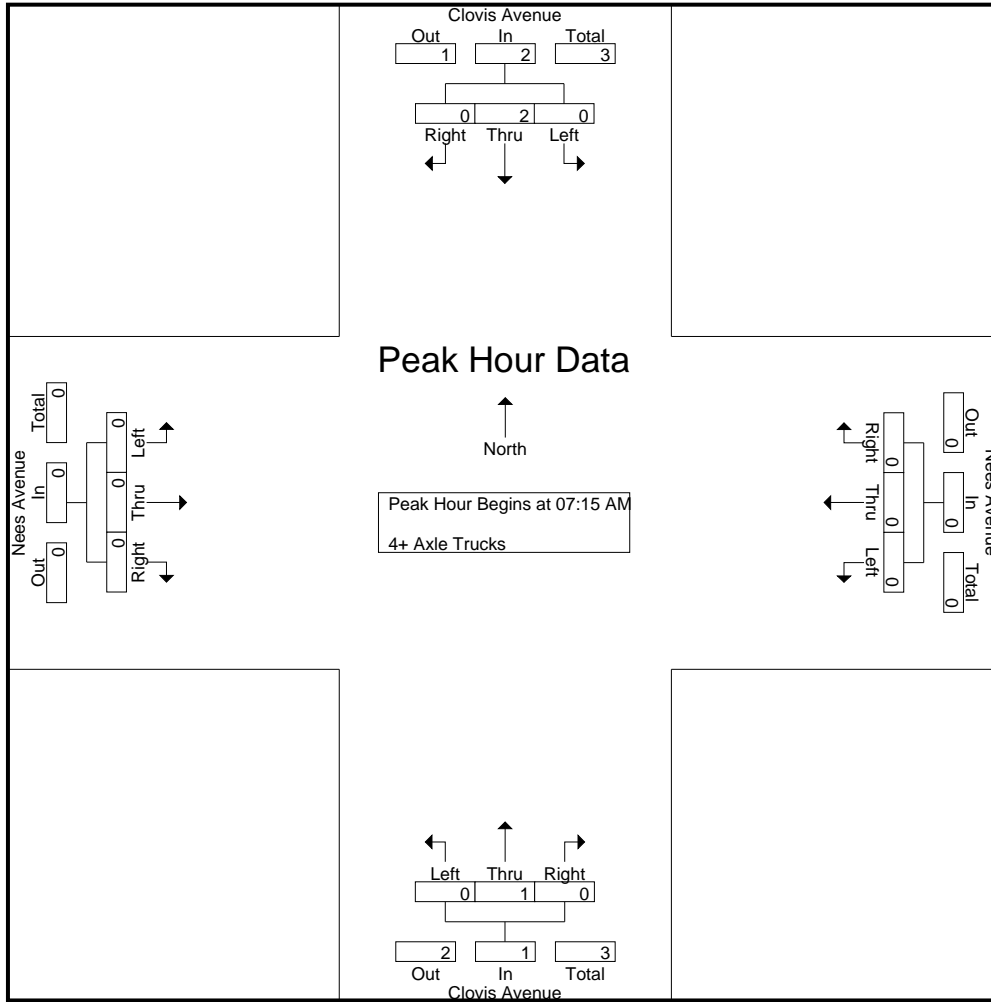
Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

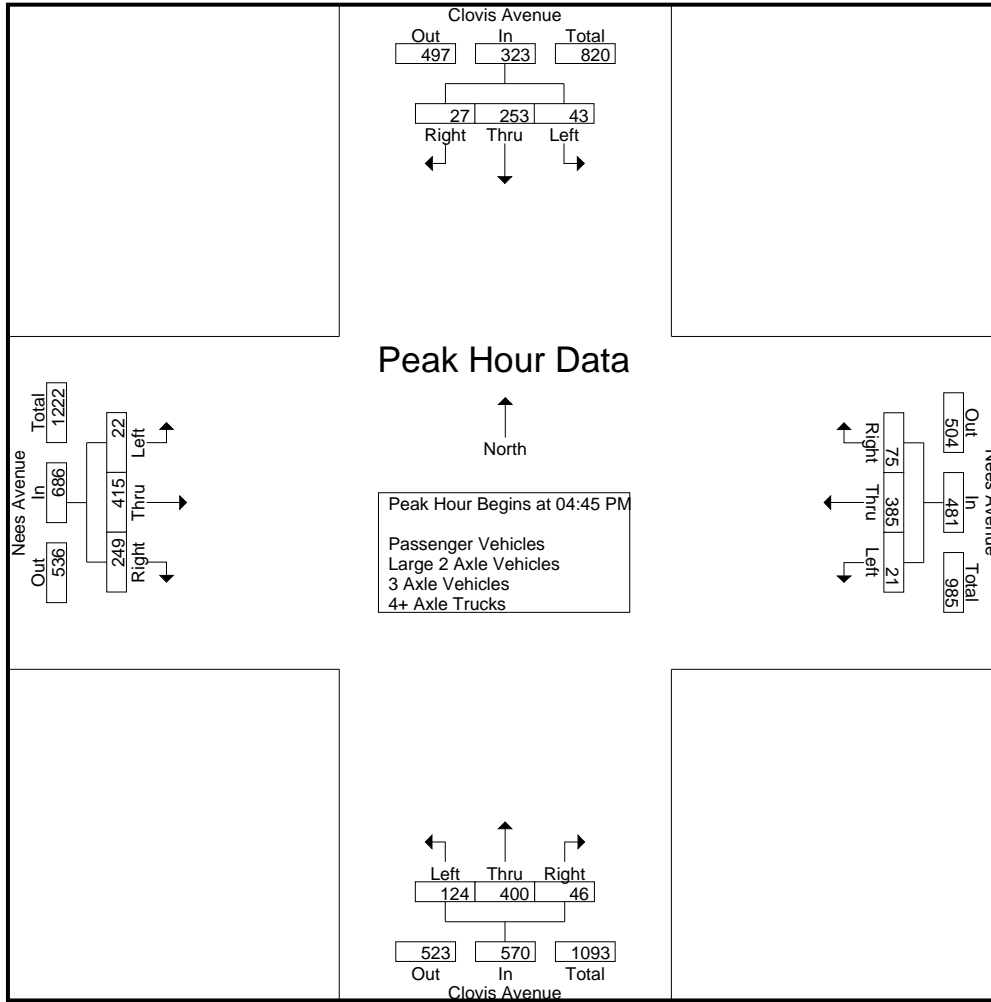
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	67	4	77	2	65	17	84	17	99	6	122	4	106	45	155	438
04:15 PM	7	75	8	90	4	56	9	69	41	84	6	131	4	88	41	133	423
04:30 PM	4	56	10	70	4	67	23	94	27	86	14	127	8	85	40	133	424
04:45 PM	8	55	10	73	3	79	19	101	32	86	10	128	6	103	77	186	488
Total	25	253	32	310	13	267	68	348	117	355	36	508	22	382	203	607	1773
05:00 PM	13	87	5	105	4	108	19	131	31	120	9	160	6	93	50	149	545
05:15 PM	11	55	3	69	9	111	16	136	26	116	16	158	3	110	61	174	537
05:30 PM	11	56	9	76	5	87	21	113	35	78	11	124	7	109	61	177	490
05:45 PM	12	44	5	61	5	74	13	92	18	73	11	102	9	88	44	141	396
Total	47	242	22	311	23	380	69	472	110	387	47	544	25	400	216	641	1968
Grand Total	72	495	54	621	36	647	137	820	227	742	83	1052	47	782	419	1248	3741
Apprch %	11.6	79.7	8.7		4.4	78.9	16.7		21.6	70.5	7.9		3.8	62.7	33.6		
Total %	1.9	13.2	1.4	16.6	1	17.3	3.7	21.9	6.1	19.8	2.2	28.1	1.3	20.9	11.2	33.4	
Passenger Vehicles	70	492	54	616	36	644	135	815	225	739	81	1045	47	774	417	1238	3714
% Passenger Vehicles	97.2	99.4	100	99.2	100	99.5	98.5	99.4	99.1	99.6	97.6	99.3	100	99	99.5	99.2	99.3
Large 2 Axle Vehicles	1	3	0	4	0	2	1	3	2	2	2	6	0	8	2	10	23
% Large 2 Axle Vehicles	1.4	0.6	0	0.6	0	0.3	0.7	0.4	0.9	0.3	2.4	0.6	0	1	0.5	0.8	0.6
3 Axle Vehicles	1	0	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
% 3 Axle Vehicles	1.4	0	0	0.2	0	0.2	0.7	0.2	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	55	10	73	3	79	19	101	32	86	10	128	6	103	77	186	488
05:00 PM	13	87	5	105	4	108	19	131	31	120	9	160	6	93	50	149	545
05:15 PM	11	55	3	69	9	111	16	136	26	116	16	158	3	110	61	174	537
05:30 PM	11	56	9	76	5	87	21	113	35	78	11	124	7	109	61	177	490
Total Volume	43	253	27	323	21	385	75	481	124	400	46	570	22	415	249	686	2060
% App. Total	13.3	78.3	8.4		4.4	80	15.6		21.8	70.2	8.1		3.2	60.5	36.3		
PHF	.827	.727	.675	.769	.583	.867	.893	.884	.886	.833	.719	.891	.786	.943	.808	.922	.945

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	7	75	8	90	3	79	19	101	27	86	14	127	6	103	77	186
+15 mins.	4	56	10	70	4	108	19	131	32	86	10	128	6	93	50	149
+30 mins.	8	55	10	73	9	111	16	136	31	120	9	160	3	110	61	174
+45 mins.	13	87	5	105	5	87	21	113	26	116	16	158	7	109	61	177
Total Volume	32	273	33	338	21	385	75	481	116	408	49	573	22	415	249	686
% App. Total	9.5	80.8	9.8		4.4	80	15.6		20.2	71.2	8.6		3.2	60.5	36.3	
PHF	.615	.784	.825	.805	.583	.867	.893	.884	.906	.850	.766	.895	.786	.943	.808	.922

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

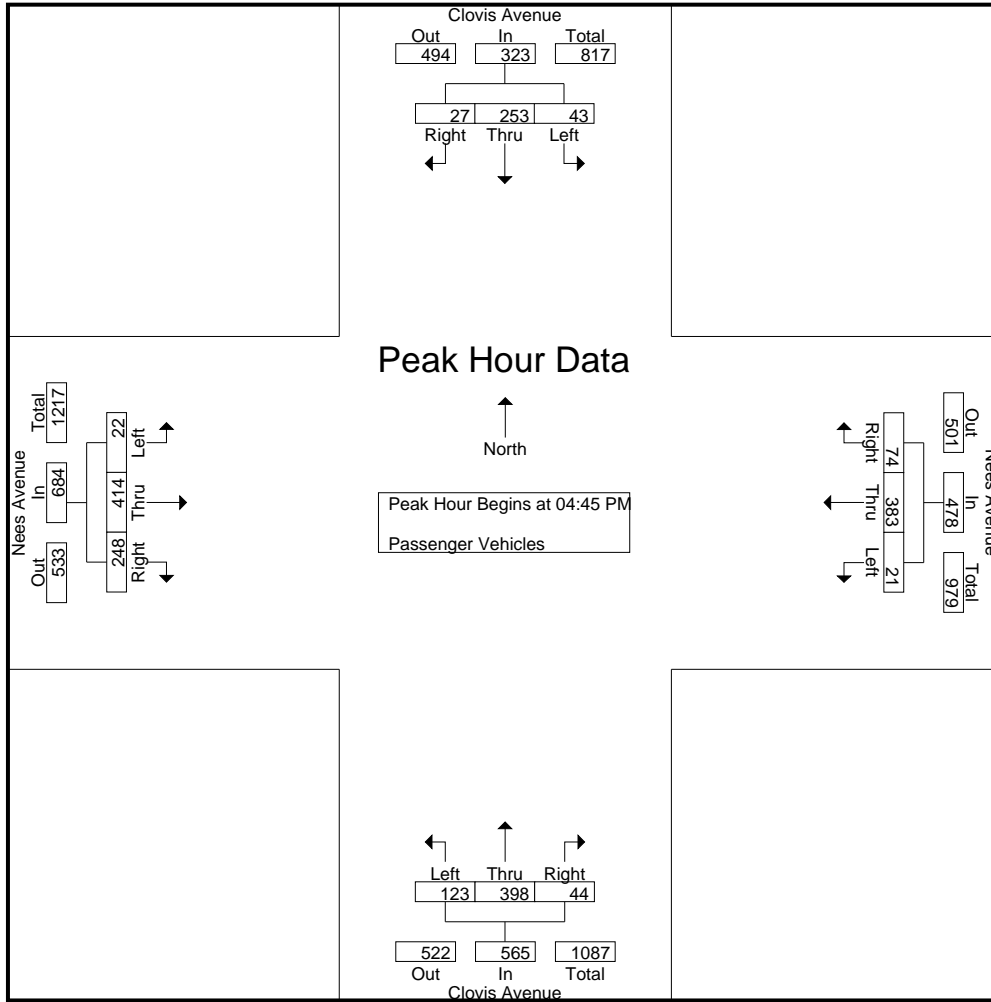
Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	65	4	74	2	64	16	82	17	98	6	121	4	102	45	151	428
04:15 PM	6	74	8	88	4	56	9	69	41	84	6	131	4	88	40	132	420
04:30 PM	4	56	10	70	4	67	23	94	26	86	14	126	8	82	40	130	420
04:45 PM	8	55	10	73	3	78	18	99	32	86	10	128	6	103	76	185	485
Total	23	250	32	305	13	265	66	344	116	354	36	506	22	375	201	598	1753
05:00 PM	13	87	5	105	4	107	19	130	31	119	9	159	6	93	50	149	543
05:15 PM	11	55	3	69	9	111	16	136	26	115	14	155	3	109	61	173	533
05:30 PM	11	56	9	76	5	87	21	113	34	78	11	123	7	109	61	177	489
05:45 PM	12	44	5	61	5	74	13	92	18	73	11	102	9	88	44	141	396
Total	47	242	22	311	23	379	69	471	109	385	45	539	25	399	216	640	1961
Grand Total	70	492	54	616	36	644	135	815	225	739	81	1045	47	774	417	1238	3714
Apprch %	11.4	79.9	8.8		4.4	79	16.6		21.5	70.7	7.8		3.8	62.5	33.7		
Total %	1.9	13.2	1.5	16.6	1	17.3	3.6	21.9	6.1	19.9	2.2	28.1	1.3	20.8	11.2	33.3	

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	8	55	10	73	3	78	18	99	32	86	10	128	6	103	76	185	485
05:00 PM	13	87	5	105	4	107	19	130	31	119	9	159	6	93	50	149	543
05:15 PM	11	55	3	69	9	111	16	136	26	115	14	155	3	109	61	173	533
05:30 PM	11	56	9	76	5	87	21	113	34	78	11	123	7	109	61	177	489
Total Volume	43	253	27	323	21	383	74	478	123	398	44	565	22	414	248	684	2050
% App. Total	13.3	78.3	8.4		4.4	80.1	15.5		21.8	70.4	7.8		3.2	60.5	36.3		
PHF	.827	.727	.675	.769	.583	.863	.881	.879	.904	.836	.786	.888	.786	.950	.816	.924	.944

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	8	55	10	73	3	78	18	99	32	86	10	128	6	103	76	185
+15 mins.	13	87	5	105	4	107	19	130	31	119	9	159	6	93	50	149
+30 mins.	11	55	3	69	9	111	16	136	26	115	14	155	3	109	61	173
+45 mins.	11	56	9	76	5	87	21	113	34	78	11	123	7	109	61	177
Total Volume	43	253	27	323	21	383	74	478	123	398	44	565	22	414	248	684
% App. Total	13.3	78.3	8.4		4.4	80.1	15.5		21.8	70.4	7.8		3.2	60.5	36.3	
PHF	.827	.727	.675	.769	.583	.863	.881	.879	.904	.836	.786	.888	.786	.950	.816	.924

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	4	0	4	7
04:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3	4
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
Total	1	3	0	4	0	1	1	2	1	0	0	1	0	7	2	9	16
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	2	2	5	0	1	0	1	7
Grand Total	1	3	0	4	0	2	1	3	2	2	2	6	0	8	2	10	23
Apprch %	25	75	0		0	66.7	33.3		33.3	33.3	33.3		0	80	20		
Total %	4.3	13	0	17.4	0	8.7	4.3	13	8.7	8.7	8.7	26.1	0	34.8	8.7	43.5	

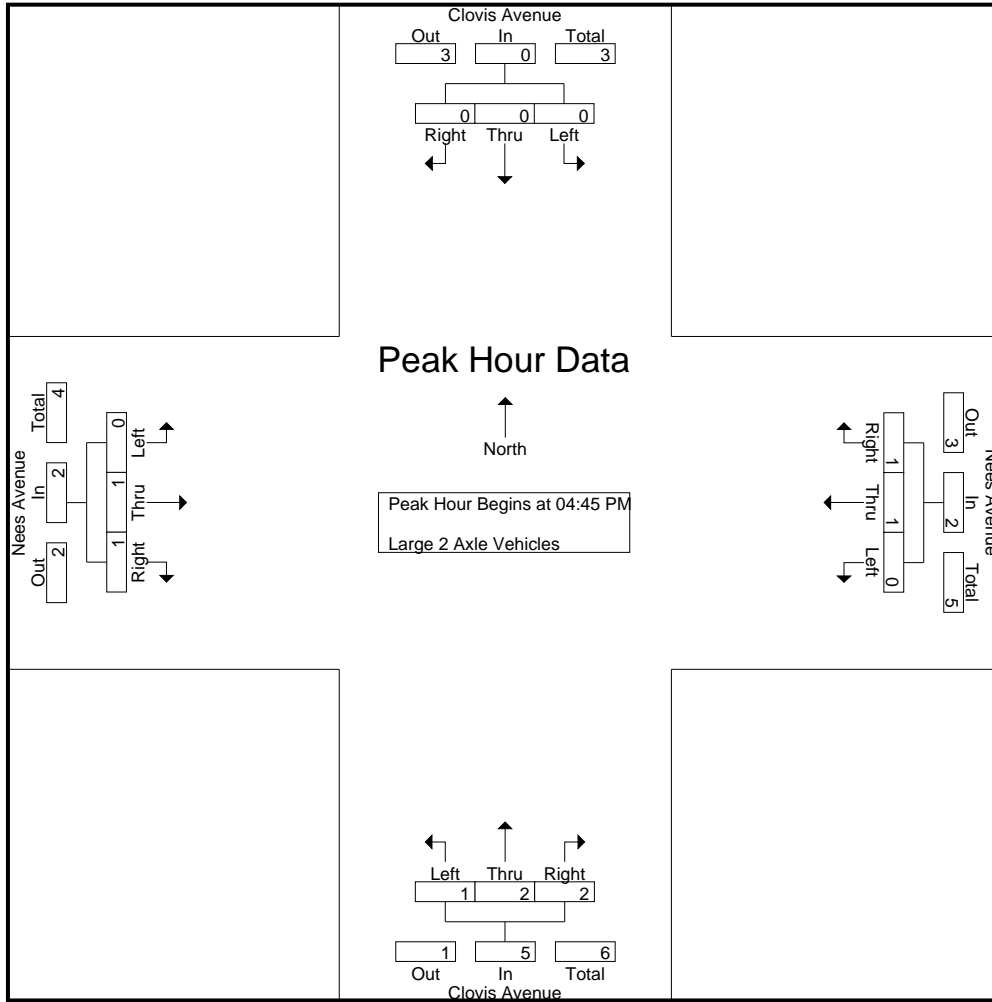
Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	1	2	2	5	0	1	1	2	9
% App. Total	0	0	0		0	50	50		20	40	40		0	50	50		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.250	.500	.250	.417	.000	.250	.250	.500	.563

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	2	3	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	1	2	2	5	0	1	1	2
% App. Total	0	0	0	0	0	50	50		20	40	40		0	50	50	
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.250	.500	.250	.417	.000	.250	.250	.500

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
Apprch %	100	0	0		0	50	50		0	100	0		0	0	0		
Total %	25	0	0	25	0	25	25	50	0	25	0	25	0	0	0	0	

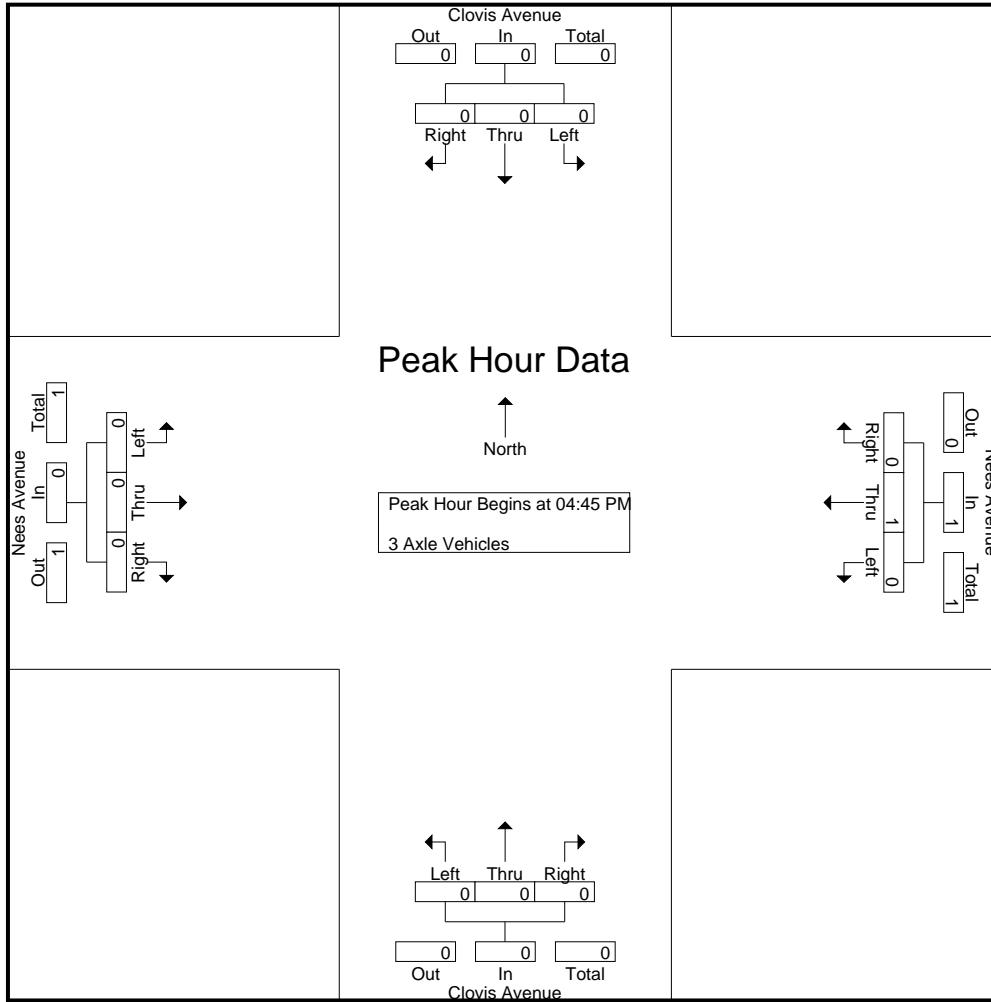
Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Groups Printed- 4+ Axle Trucks

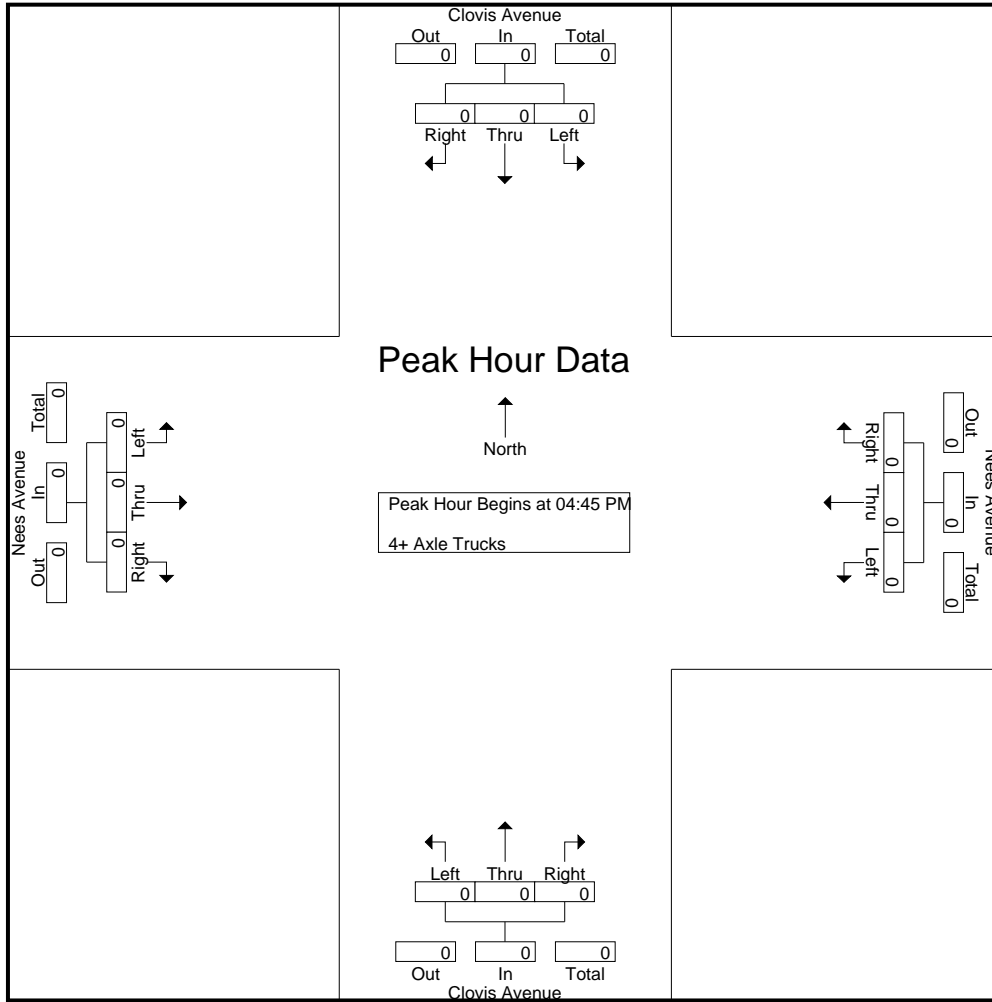
Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue
 Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Nees Avenue	South Leg Clovis Avenue	West Leg Nees Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	1	0	3
7:15 AM	0	7	0	0	7
7:30 AM	0	5	1	0	6
7:45 AM	0	0	0	0	0
8:00 AM	0	7	2	0	9
8:15 AM	0	13	0	0	13
8:30 AM	4	9	4	4	21
8:45 AM	2	13	0	0	15
TOTAL VOLUMES:	6	56	8	4	74

	North Leg Clovis Avenue	East Leg Nees Avenue	South Leg Clovis Avenue	West Leg Nees Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	1	1	0	2
4:45 PM	0	2	0	0	2
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	2	2
5:30 PM	0	1	0	0	1
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	1	5	1	2	9

Location: Clovis
 N/S: Clovis Avenue
 E/W: Nees Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Nees Avenue			Northbound Clovis Avenue			Eastbound Nees Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
TOTAL VOLUMES:	0	3	0	0	1	0	1	3	0	0	0	0	8

	Southbound Clovis Avenue			Westbound Nees Avenue			Northbound Clovis Avenue			Eastbound Nees Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	0	1	0	0	3	0	0	1	0	8

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

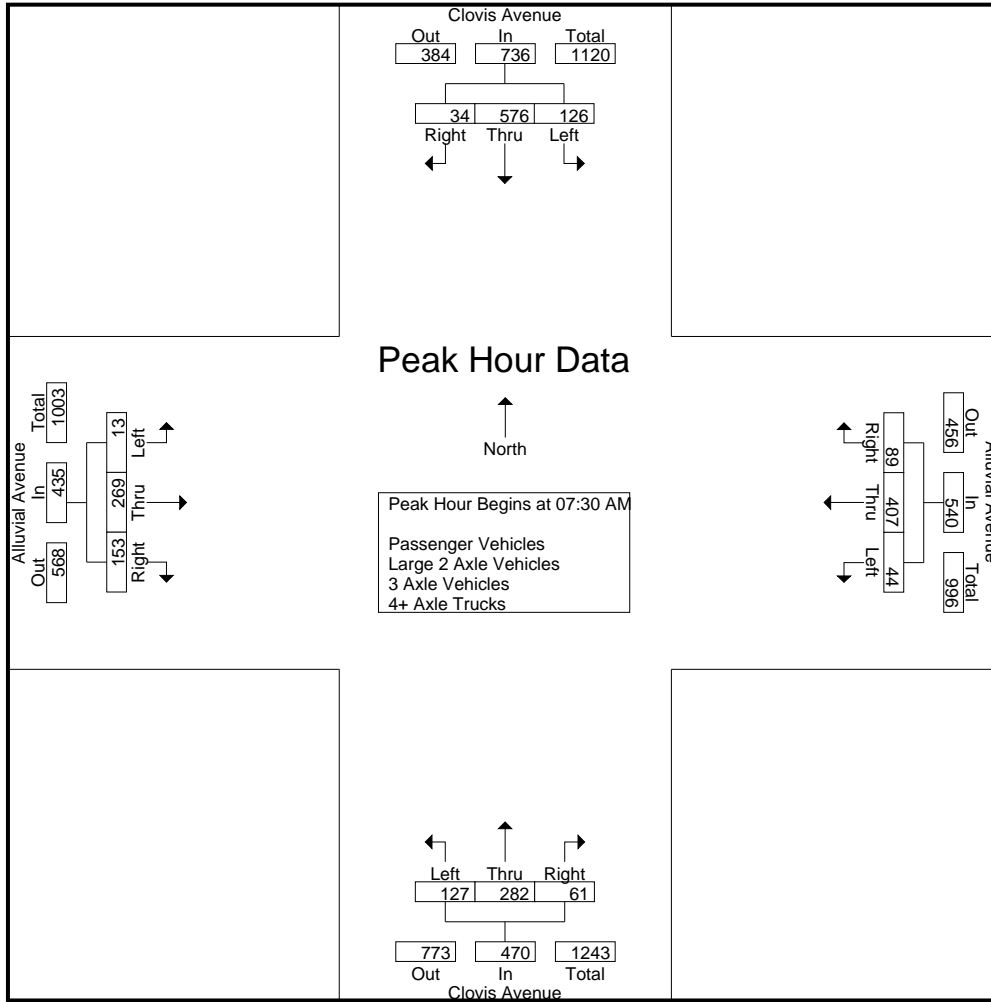
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	98	6	116	8	53	9	70	14	71	5	90	3	27	26	56	332
07:15 AM	15	106	8	129	5	117	21	143	27	86	5	118	1	36	21	58	448
07:30 AM	27	152	17	196	4	145	30	179	34	90	10	134	3	60	42	105	614
07:45 AM	38	163	8	209	11	105	18	134	33	61	16	110	2	88	38	128	581
Total	92	519	39	650	28	420	78	526	108	308	36	452	9	211	127	347	1975
08:00 AM	32	129	5	166	9	89	24	122	27	78	15	120	5	59	46	110	518
08:15 AM	29	132	4	165	20	68	17	105	33	53	20	106	3	62	27	92	468
08:30 AM	14	123	3	140	11	68	10	89	17	70	9	96	3	41	26	70	395
08:45 AM	17	109	7	133	8	57	3	68	23	58	9	90	1	37	32	70	361
Total	92	493	19	604	48	282	54	384	100	259	53	412	12	199	131	342	1742
Grand Total	184	1012	58	1254	76	702	132	910	208	567	89	864	21	410	258	689	3717
Apprch %	14.7	80.7	4.6		8.4	77.1	14.5		24.1	65.6	10.3		3	59.5	37.4		
Total %	5	27.2	1.6	33.7	2	18.9	3.6	24.5	5.6	15.3	2.4	23.2	0.6	11	6.9	18.5	
Passenger Vehicles	181	1000	55	1236	76	693	129	898	205	547	86	838	20	387	250	657	3629
% Passenger Vehicles	98.4	98.8	94.8	98.6	100	98.7	97.7	98.7	98.6	96.5	96.6	97	95.2	94.4	96.9	95.4	97.6
Large 2 Axle Vehicles	2	9	2	13	0	9	3	12	3	17	1	21	1	21	8	30	76
% Large 2 Axle Vehicles	1.1	0.9	3.4	1	0	1.3	2.3	1.3	1.4	3	1.1	2.4	4.8	5.1	3.1	4.4	2
3 Axle Vehicles	1	1	1	3	0	0	0	0	0	1	1	2	0	2	0	2	7
% 3 Axle Vehicles	0.5	0.1	1.7	0.2	0	0	0	0	0	0.2	1.1	0.2	0	0.5	0	0.3	0.2
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	0.4	1.1	0.3	0	0	0	0	0.1

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	27	152	17	196	4	145	30	179	34	90	10	134	3	60	42	105	614
07:45 AM	38	163	8	209	11	105	18	134	33	61	16	110	2	88	38	128	581
08:00 AM	32	129	5	166	9	89	24	122	27	78	15	120	5	59	46	110	518
08:15 AM	29	132	4	165	20	68	17	105	33	53	20	106	3	62	27	92	468
Total Volume	126	576	34	736	44	407	89	540	127	282	61	470	13	269	153	435	2181
% App. Total	17.1	78.3	4.6		8.1	75.4	16.5		27	60	13		3	61.8	35.2		
PHF	.829	.883	.500	.880	.550	.702	.742	.754	.934	.783	.763	.877	.650	.764	.832	.850	.888

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	27	152	17	196	5	117	21	143	27	86	5	118	3	60	42	105
+15 mins.	38	163	8	209	4	145	30	179	34	90	10	134	2	88	38	128
+30 mins.	32	129	5	166	11	105	18	134	33	61	16	110	5	59	46	110
+45 mins.	29	132	4	165	9	89	24	122	27	78	15	120	3	62	27	92
Total Volume	126	576	34	736	29	456	93	578	121	315	46	482	13	269	153	435
% App. Total	17.1	78.3	4.6		5	78.9	16.1		25.1	65.4	9.5		3	61.8	35.2	
PHF	.829	.883	.500	.880	.659	.786	.775	.807	.890	.875	.719	.899	.650	.764	.832	.850

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

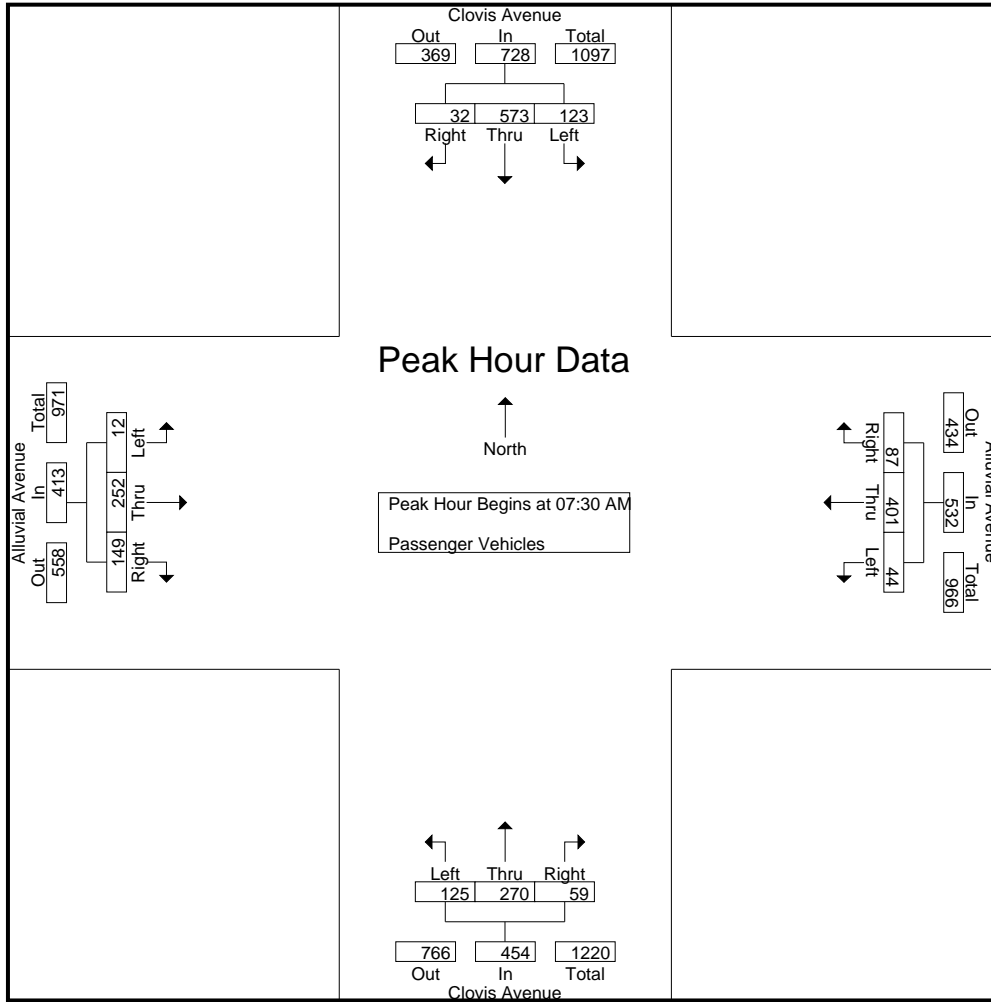
Groups Printed- Passenger Vehicles

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	97	6	115	8	52	9	69	13	69	4	86	3	27	25	55	325
07:15 AM	15	103	8	126	5	115	21	141	27	83	5	115	1	35	21	57	439
07:30 AM	26	152	16	194	4	142	30	176	34	85	10	129	3	54	41	98	597
07:45 AM	38	162	7	207	11	104	17	132	33	59	14	106	2	85	38	125	570
Total	91	514	37	642	28	413	77	518	107	296	33	436	9	201	125	335	1931
08:00 AM	31	127	5	163	9	89	24	122	26	76	15	117	4	57	43	104	506
08:15 AM	28	132	4	164	20	66	16	102	32	50	20	102	3	56	27	86	454
08:30 AM	14	121	3	138	11	68	9	88	17	69	9	95	3	36	24	63	384
08:45 AM	17	106	6	129	8	57	3	68	23	56	9	88	1	37	31	69	354
Total	90	486	18	594	48	280	52	380	98	251	53	402	11	186	125	322	1698
Grand Total	181	1000	55	1236	76	693	129	898	205	547	86	838	20	387	250	657	3629
Apprch %	14.6	80.9	4.4		8.5	77.2	14.4		24.5	65.3	10.3		3	58.9	38.1		
Total %	5	27.6	1.5	34.1	2.1	19.1	3.6	24.7	5.6	15.1	2.4	23.1	0.6	10.7	6.9	18.1	

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	26	152	16	194	4	142	30	176	34	85	10	129	3	54	41	98	597
07:45 AM	38	162	7	207	11	104	17	132	33	59	14	106	2	85	38	125	570
08:00 AM	31	127	5	163	9	89	24	122	26	76	15	117	4	57	43	104	506
08:15 AM	28	132	4	164	20	66	16	102	32	50	20	102	3	56	27	86	454
Total Volume	123	573	32	728	44	401	87	532	125	270	59	454	12	252	149	413	2127
% App. Total	16.9	78.7	4.4		8.3	75.4	16.4		27.5	59.5	13		2.9	61	36.1		
PHF	.809	.884	.500	.879	.550	.706	.725	.756	.919	.794	.738	.880	.750	.741	.866	.826	.891

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	26	152	16	194	4	142	30	176	34	85	10	129	3	54	41	98
+15 mins.	38	162	7	207	11	104	17	132	33	59	14	106	2	85	38	125
+30 mins.	31	127	5	163	9	89	24	122	26	76	15	117	4	57	43	104
+45 mins.	28	132	4	164	20	66	16	102	32	50	20	102	3	56	27	86
Total Volume	123	573	32	728	44	401	87	532	125	270	59	454	12	252	149	413
% App. Total	16.9	78.7	4.4		8.3	75.4	16.4		27.5	59.5	13		2.9	61	36.1	
PHF	.809	.884	.500	.879	.550	.706	.725	.756	.919	.794	.738	.880	.750	.741	.866	.826

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	1	0	1	1	2	0	3	0	0	1	1	6
07:15 AM	0	2	0	2	0	2	0	2	0	3	0	3	0	1	0	1	8
07:30 AM	1	0	0	1	0	3	0	3	0	4	0	4	0	4	1	5	13
07:45 AM	0	0	1	1	0	1	1	2	0	2	1	3	0	3	0	3	9
Total	1	3	1	5	0	7	1	8	1	11	1	13	0	8	2	10	36
08:00 AM	1	2	0	3	0	0	0	0	1	2	0	3	1	2	3	6	12
08:15 AM	0	0	0	0	0	2	1	3	1	1	0	2	0	6	0	6	11
08:30 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	5	2	7	11
08:45 AM	0	2	1	3	0	0	0	0	0	2	0	2	0	0	1	1	6
Total	1	6	1	8	0	2	2	4	2	6	0	8	1	13	6	20	40
Grand Total	2	9	2	13	0	9	3	12	3	17	1	21	1	21	8	30	76
Apprch %	15.4	69.2	15.4		0	75	25		14.3	81	4.8		3.3	70	26.7		
Total %	2.6	11.8	2.6	17.1	0	11.8	3.9	15.8	3.9	22.4	1.3	27.6	1.3	27.6	10.5	39.5	

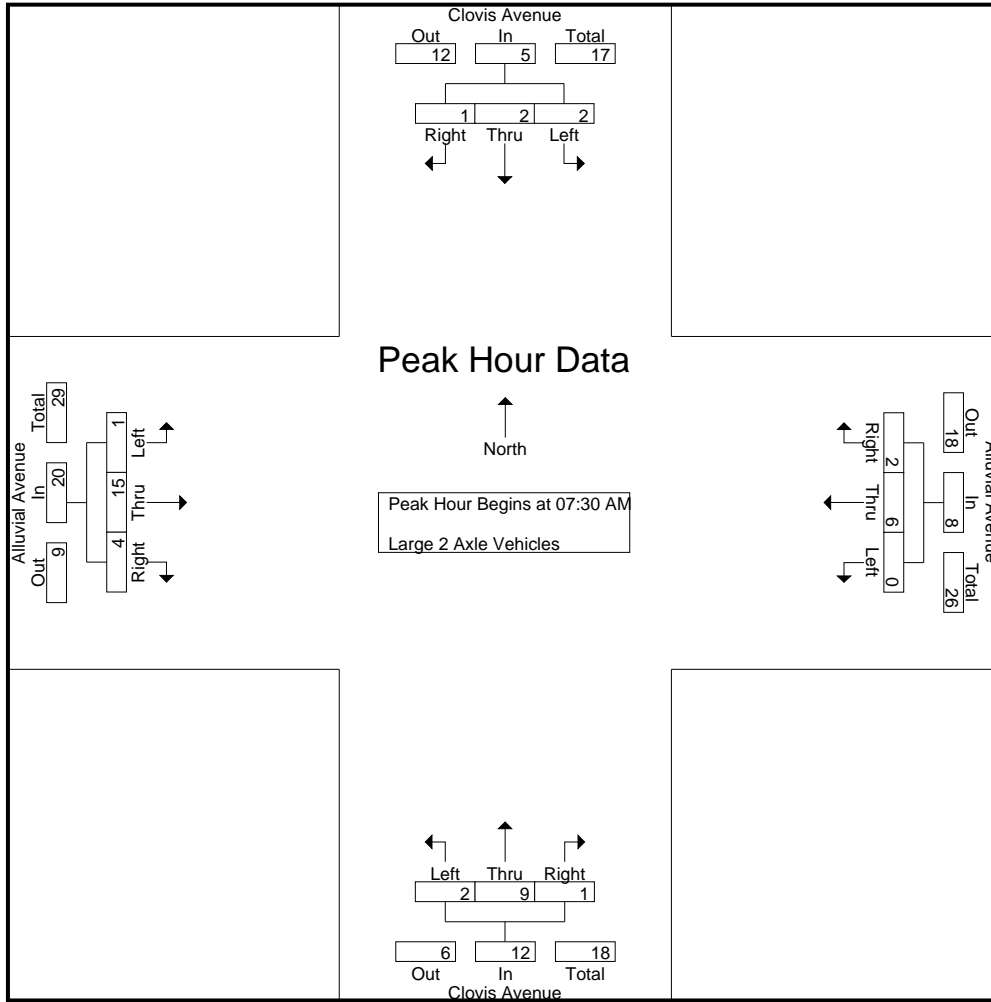
Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	1	0	0	1	0	3	0	3	0	4	0	4	0	4	1	5	13
07:45 AM	0	0	1	1	0	1	1	2	0	2	1	3	0	3	0	3	9
08:00 AM	1	2	0	3	0	0	0	0	1	2	0	3	1	2	3	6	12
08:15 AM	0	0	0	0	0	2	1	3	1	1	0	2	0	6	0	6	11
Total Volume	2	2	1	5	0	6	2	8	2	9	1	12	1	15	4	20	45
% App. Total	40	40	20		0	75	25		16.7	75	8.3		5	75	20		
PHF	.500	.250	.250	.417	.000	.500	.500	.667	.500	.563	.250	.750	.250	.625	.333	.833	.865

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	0	1	0	3	0	3	0	4	0	4	0	4	1	5
+15 mins.	0	0	1	1	0	1	1	2	0	2	1	3	0	3	0	3
+30 mins.	1	2	0	3	0	0	0	0	1	2	0	3	1	2	3	6
+45 mins.	0	0	0	0	0	2	1	3	1	1	0	2	0	6	0	6
Total Volume	2	2	1	5	0	6	2	8	2	9	1	12	1	15	4	20
% App. Total	40	40	20		0	75	25		16.7	75	8.3		5	75	20	
PHF	.500	.250	.250	.417	.000	.500	.500	.667	.500	.563	.250	.750	.250	.625	.333	.833

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	0	1	1	0	2	0	2	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	1	1	1	3	0	0	0	0	0	1	1	2	0	2	0	2	7
Apprch %	33.3	33.3	33.3		0	0	0		0	50	50		0	100	0		
Total %	14.3	14.3	14.3	42.9	0	0	0	0	0	14.3	14.3	28.6	0	28.6	0	28.6	

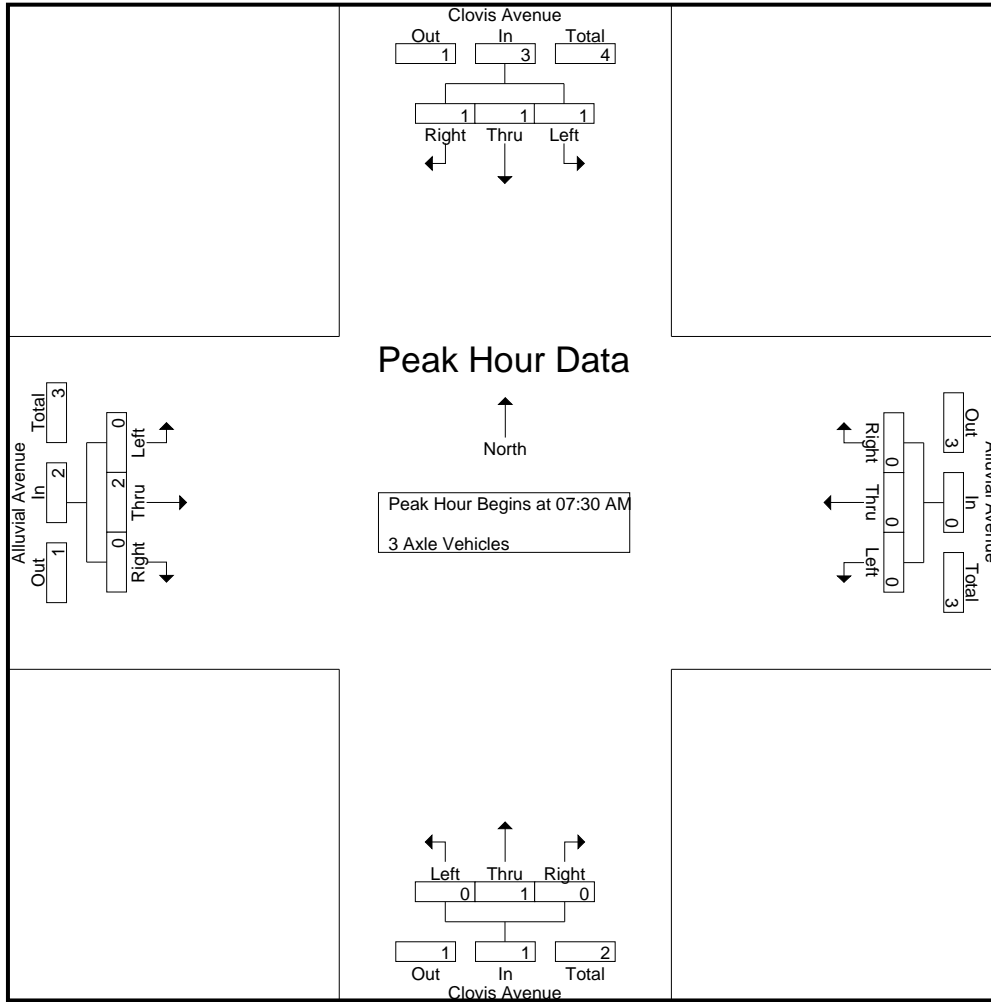
Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	1	1	1	3	0	0	0	0	0	1	0	1	0	2	0	2	6
% App. Total	33.3	33.3	33.3		0	0	0		0	100	0		0	100	0		
PHF	.250	.250	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.500

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	1	1	3	0	0	0	0	0	1	0	1	0	2	0	2
% App. Total	33.3	33.3	33.3		0	0	0		0	100	0		0	100	0	
PHF	.250	.250	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	66.7	33.3		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	40	20	60	0	0	0	0	

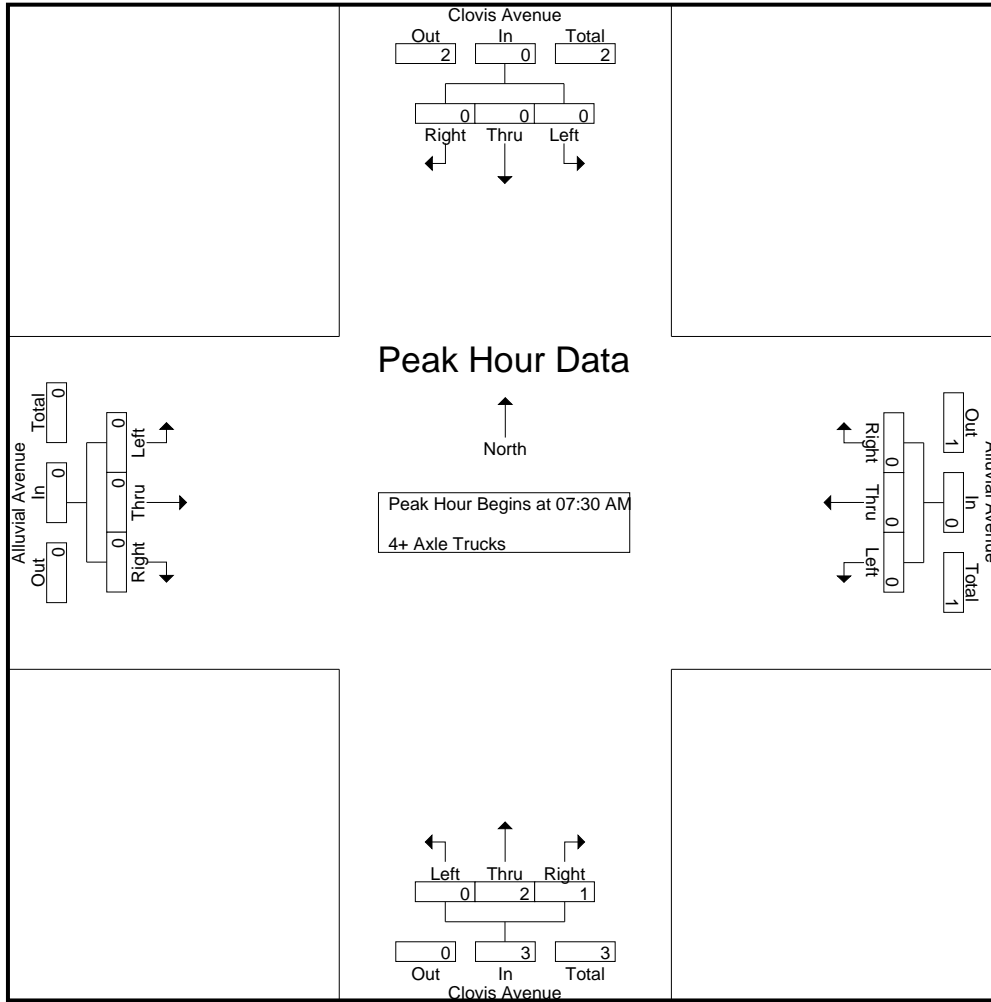
Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	66.7	33.3		0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
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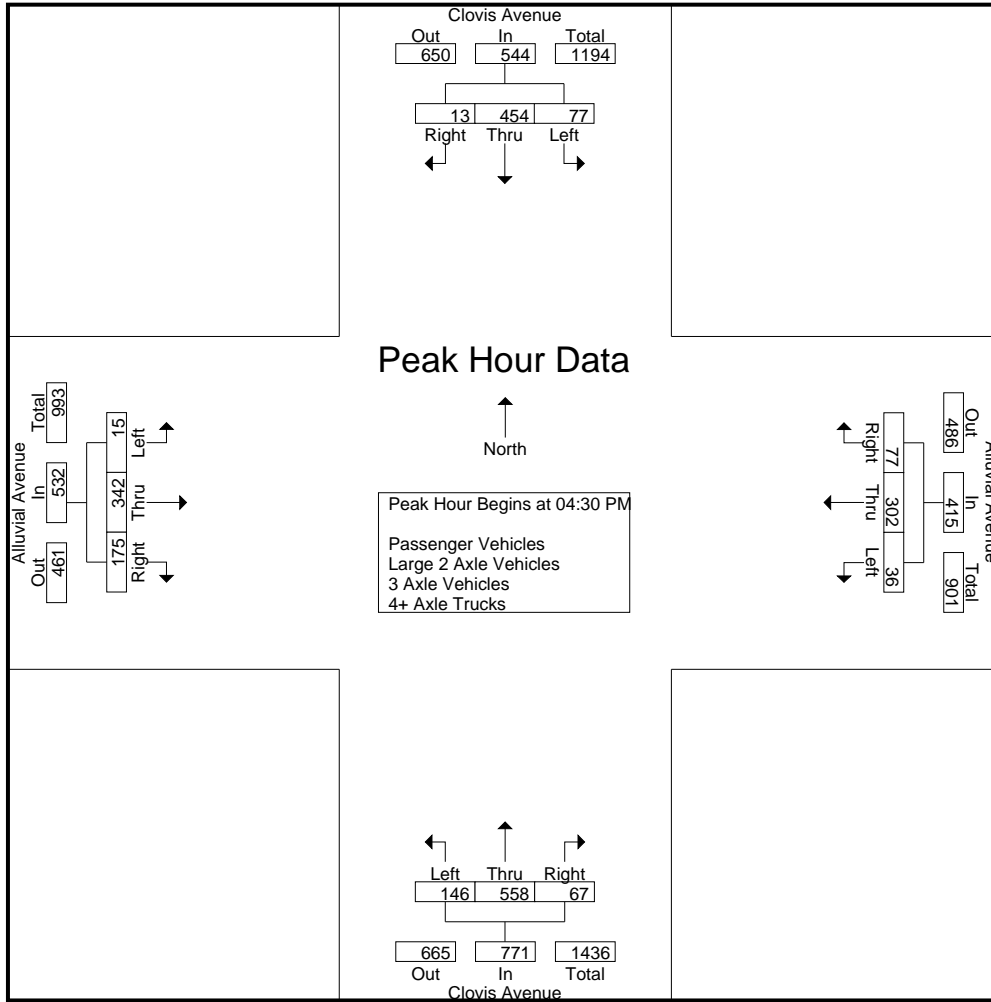
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	20	91	6	117	6	49	16	71	35	117	18	170	1	64	32	97	455
04:15 PM	21	111	3	135	14	49	16	79	43	134	23	200	1	79	33	113	527
04:30 PM	15	107	0	122	8	59	11	78	25	128	18	171	5	92	48	145	516
04:45 PM	24	116	3	143	10	71	22	103	35	125	10	170	3	67	40	110	526
Total	80	425	12	517	38	228	65	331	138	504	69	711	10	302	153	465	2024
05:00 PM	19	117	6	142	11	77	20	108	38	173	25	236	4	75	41	120	606
05:15 PM	19	114	4	137	7	95	24	126	48	132	14	194	3	108	46	157	614
05:30 PM	24	110	2	136	7	63	12	82	34	130	21	185	5	79	29	113	516
05:45 PM	18	83	3	104	9	54	8	71	31	120	25	176	3	75	43	121	472
Total	80	424	15	519	34	289	64	387	151	555	85	791	15	337	159	511	2208
Grand Total	160	849	27	1036	72	517	129	718	289	1059	154	1502	25	639	312	976	4232
Apprch %	15.4	81.9	2.6		10	72	18		19.2	70.5	10.3		2.6	65.5	32		
Total %	3.8	20.1	0.6	24.5	1.7	12.2	3	17	6.8	25	3.6	35.5	0.6	15.1	7.4	23.1	
Passenger Vehicles	159	845	27	1031	71	516	128	715	289	1054	154	1497	24	634	306	964	4207
% Passenger Vehicles	99.4	99.5	100	99.5	98.6	99.8	99.2	99.6	100	99.5	100	99.7	96	99.2	98.1	98.8	99.4
Large 2 Axle Vehicles	1	4	0	5	1	1	1	3	0	5	0	5	1	5	5	11	24
% Large 2 Axle Vehicles	0.6	0.5	0	0.5	1.4	0.2	0.8	0.4	0	0.5	0	0.3	4	0.8	1.6	1.1	0.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0.1	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	107	0	122	8	59	11	78	25	128	18	171	5	92	48	145	516
04:45 PM	24	116	3	143	10	71	22	103	35	125	10	170	3	67	40	110	526
05:00 PM	19	117	6	142	11	77	20	108	38	173	25	236	4	75	41	120	606
05:15 PM	19	114	4	137	7	95	24	126	48	132	14	194	3	108	46	157	614
Total Volume	77	454	13	544	36	302	77	415	146	558	67	771	15	342	175	532	2262
% App. Total	14.2	83.5	2.4		8.7	72.8	18.6		18.9	72.4	8.7		2.8	64.3	32.9		
PHF	.802	.970	.542	.951	.818	.795	.802	.823	.760	.806	.670	.817	.750	.792	.911	.847	.921

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	24	116	3	143	10	71	22	103	38	173	25	236	5	92	48	145
+15 mins.	19	117	6	142	11	77	20	108	48	132	14	194	3	67	40	110
+30 mins.	19	114	4	137	7	95	24	126	34	130	21	185	4	75	41	120
+45 mins.	24	110	2	136	7	63	12	82	31	120	25	176	3	108	46	157
Total Volume	86	457	15	558	35	306	78	419	151	555	85	791	15	342	175	532
% App. Total	15.4	81.9	2.7		8.4	73	18.6		19.1	70.2	10.7		2.8	64.3	32.9	
PHF	.896	.976	.625	.976	.795	.805	.813	.831	.786	.802	.850	.838	.750	.792	.911	.847

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	90	6	115	6	49	16	71	35	117	18	170	1	61	31	93	449
04:15 PM	21	109	3	133	14	49	16	79	43	133	23	199	1	79	32	112	523
04:30 PM	15	107	0	122	8	59	11	78	25	128	18	171	4	91	47	142	513
04:45 PM	24	115	3	142	9	70	22	101	35	125	10	170	3	67	40	110	523
Total	79	421	12	512	37	227	65	329	138	503	69	710	9	298	150	457	2008
05:00 PM	19	117	6	142	11	77	19	107	38	173	25	236	4	75	40	119	604
05:15 PM	19	114	4	137	7	95	24	126	48	129	14	191	3	108	45	156	610
05:30 PM	24	110	2	136	7	63	12	82	34	129	21	184	5	79	28	112	514
05:45 PM	18	83	3	104	9	54	8	71	31	120	25	176	3	74	43	120	471
Total	80	424	15	519	34	289	63	386	151	551	85	787	15	336	156	507	2199
Grand Total	159	845	27	1031	71	516	128	715	289	1054	154	1497	24	634	306	964	4207
Apprch %	15.4	82	2.6		9.9	72.2	17.9		19.3	70.4	10.3		2.5	65.8	31.7		
Total %	3.8	20.1	0.6	24.5	1.7	12.3	3	17	6.9	25.1	3.7	35.6	0.6	15.1	7.3	22.9	

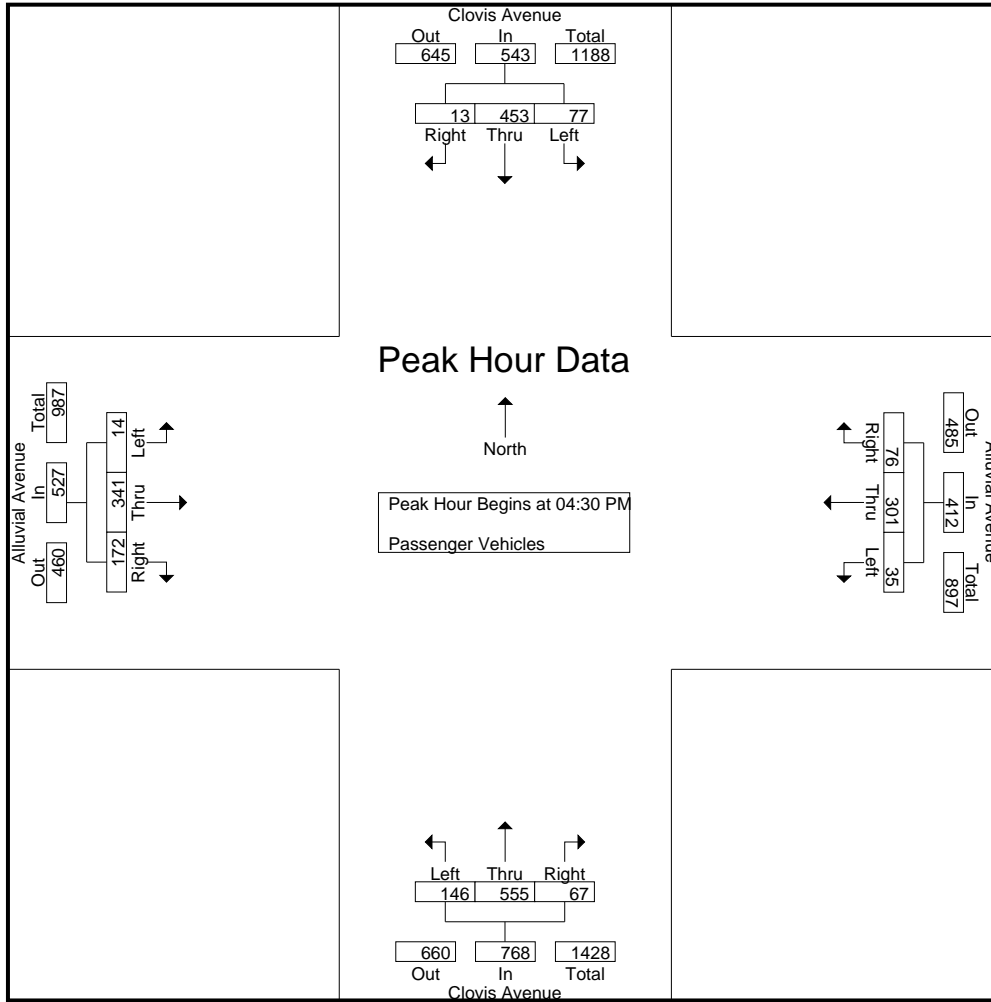
Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	15	107	0	122	8	59	11	78	25	128	18	171	4	91	47	142	513
04:45 PM	24	115	3	142	9	70	22	101	35	125	10	170	3	67	40	110	523
05:00 PM	19	117	6	142	11	77	19	107	38	173	25	236	4	75	40	119	604
05:15 PM	19	114	4	137	7	95	24	126	48	129	14	191	3	108	45	156	610
Total Volume	77	453	13	543	35	301	76	412	146	555	67	768	14	341	172	527	2250
% App. Total	14.2	83.4	2.4		8.5	73.1	18.4		19	72.3	8.7		2.7	64.7	32.6		
PHF	.802	.968	.542	.956	.795	.792	.792	.817	.760	.802	.670	.814	.875	.789	.915	.845	.922

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	15	107	0	122	8	59	11	78	25	128	18	171	4	91	47	142
+15 mins.	24	115	3	142	9	70	22	101	35	125	10	170	3	67	40	110
+30 mins.	19	117	6	142	11	77	19	107	38	173	25	236	4	75	40	119
+45 mins.	19	114	4	137	7	95	24	126	48	129	14	191	3	108	45	156
Total Volume	77	453	13	543	35	301	76	412	146	555	67	768	14	341	172	527
% App. Total	14.2	83.4	2.4		8.5	73.1	18.4		19	72.3	8.7		2.7	64.7	32.6	
PHF	.802	.968	.542	.956	.795	.792	.792	.817	.760	.802	.670	.814	.875	.789	.915	.845

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	3	1	4	6
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
04:45 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
Total	1	4	0	5	1	1	0	2	0	1	0	1	1	4	2	7	15
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	1	0	4	0	4	0	1	3	4	9
Grand Total	1	4	0	5	1	1	1	3	0	5	0	5	1	5	5	11	24
Apprch %	20	80	0		33.3	33.3	33.3		0	100	0		9.1	45.5	45.5		
Total %	4.2	16.7	0	20.8	4.2	4.2	4.2	12.5	0	20.8	0	20.8	4.2	20.8	20.8	45.8	

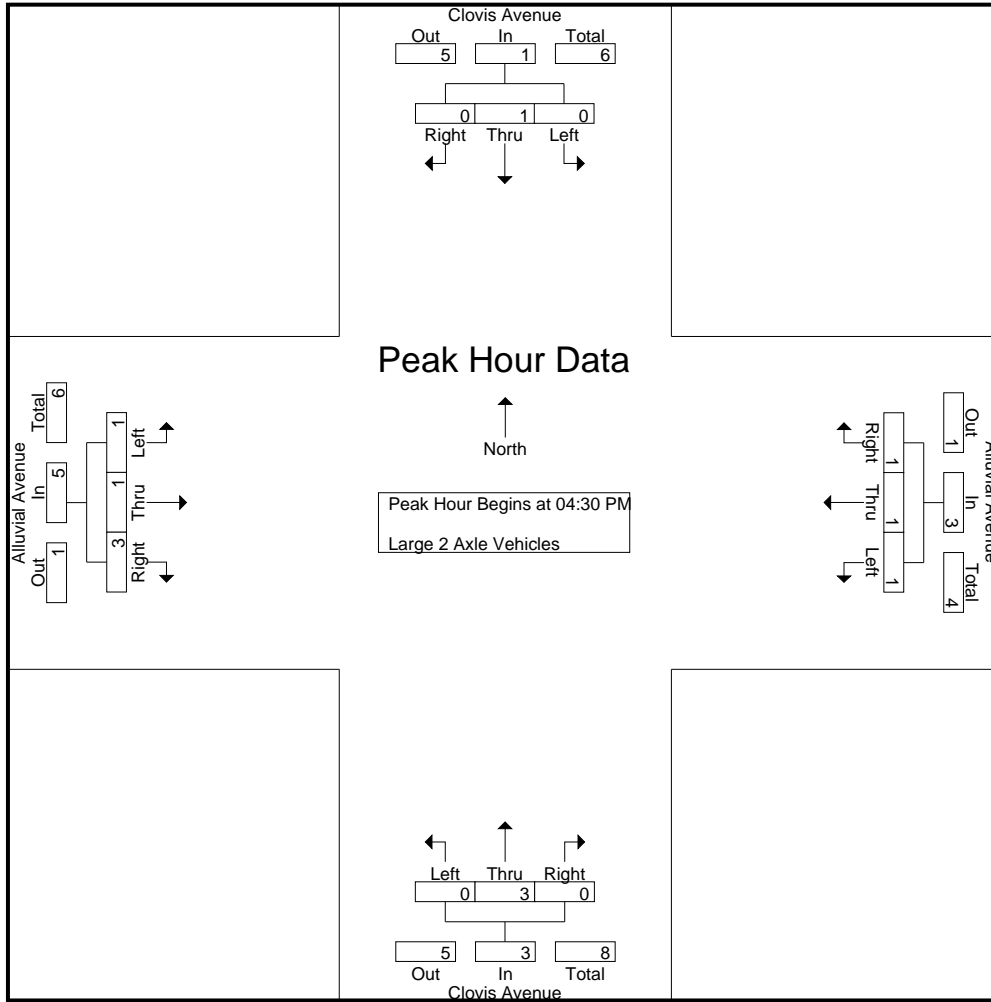
Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
04:45 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
Total Volume	0	1	0	1	1	1	1	3	0	3	0	3	1	1	3	5	12
% App. Total	0	100	0		33.3	33.3	33.3		0	100	0		20	20	60		
PHF	.000	.250	.000	.250	.250	.250	.250	.375	.000	.250	.000	.250	.250	.250	.750	.417	.750

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
+15 mins.	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1
Total Volume	0	1	0	1	1	1	1	3	0	3	0	3	1	1	3	5
% App. Total	0	100	0		33.3	33.3	33.3		0	100	0		20	20	60	
PHF	.000	.250	.000	.250	.250	.250	.250	.375	.000	.250	.000	.250	.250	.250	.750	.417

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

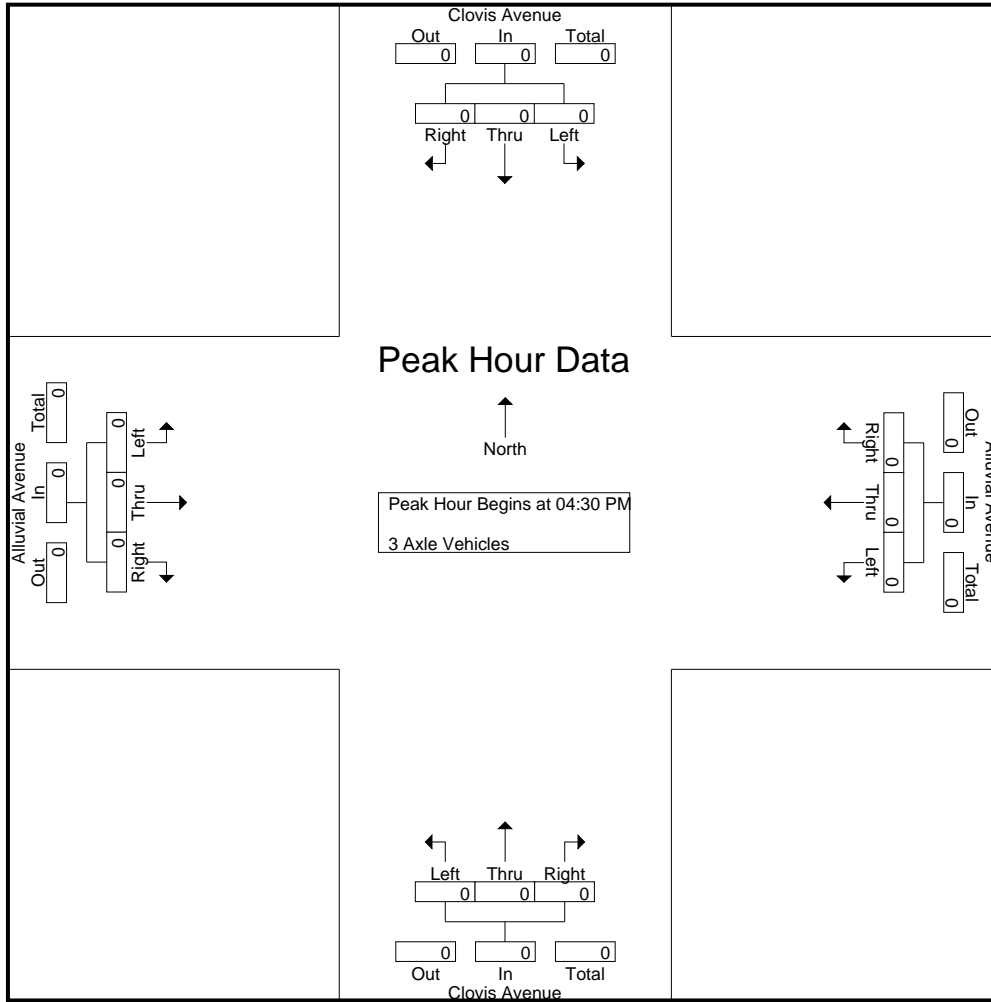
Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	0	100		
Total %	0	0	0		0	0	0		0	0	0		0	0	100	100	

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

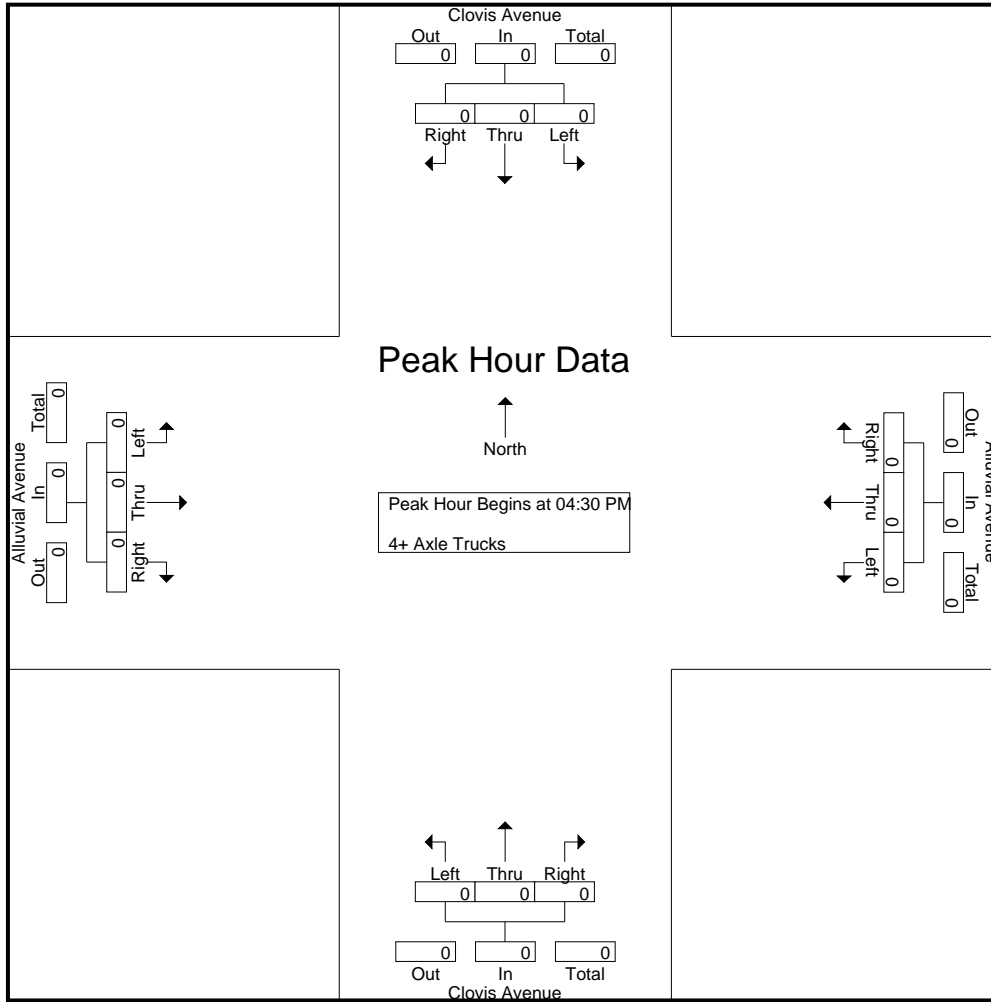
Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue
 Weather: Clear

File Name : 11_CVS_Clo_All PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Alluvial Avenue	South Leg Clovis Avenue	West Leg Alluvial Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	0	2
7:15 AM	0	1	1	0	2
7:30 AM	2	0	2	3	7
7:45 AM	7	1	0	6	14
8:00 AM	2	1	4	3	10
8:15 AM	2	1	0	1	4
8:30 AM	1	0	2	2	5
8:45 AM	3	4	3	5	15
TOTAL VOLUMES:	19	8	12	20	59

	North Leg Clovis Avenue	East Leg Alluvial Avenue	South Leg Clovis Avenue	West Leg Alluvial Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	2	4
4:15 PM	1	0	0	0	1
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	2	0	0	3
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	5	3	1	2	11

Location: Clovis
 N/S: Clovis Avenue
 E/W: Alluvial Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Alluvial Avenue			Northbound Clovis Avenue			Eastbound Alluvial Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	3	0	0	0	0	0	0	1	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	1	0	1	0	0	1	0	4
7:45 AM	0	0	0	0	1	0	0	1	2	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	1	1	0	0	1	0	0	2	0	5
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	2	0	0	1	0	1	0	0	1	0	5
TOTAL VOLUMES:	0	0	2	1	7	2	0	5	2	0	4	1	24

	Southbound Clovis Avenue			Westbound Alluvial Avenue			Northbound Clovis Avenue			Eastbound Alluvial Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	4
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	1	3	0	1	2	0	0	4	0	1	2	1	15

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

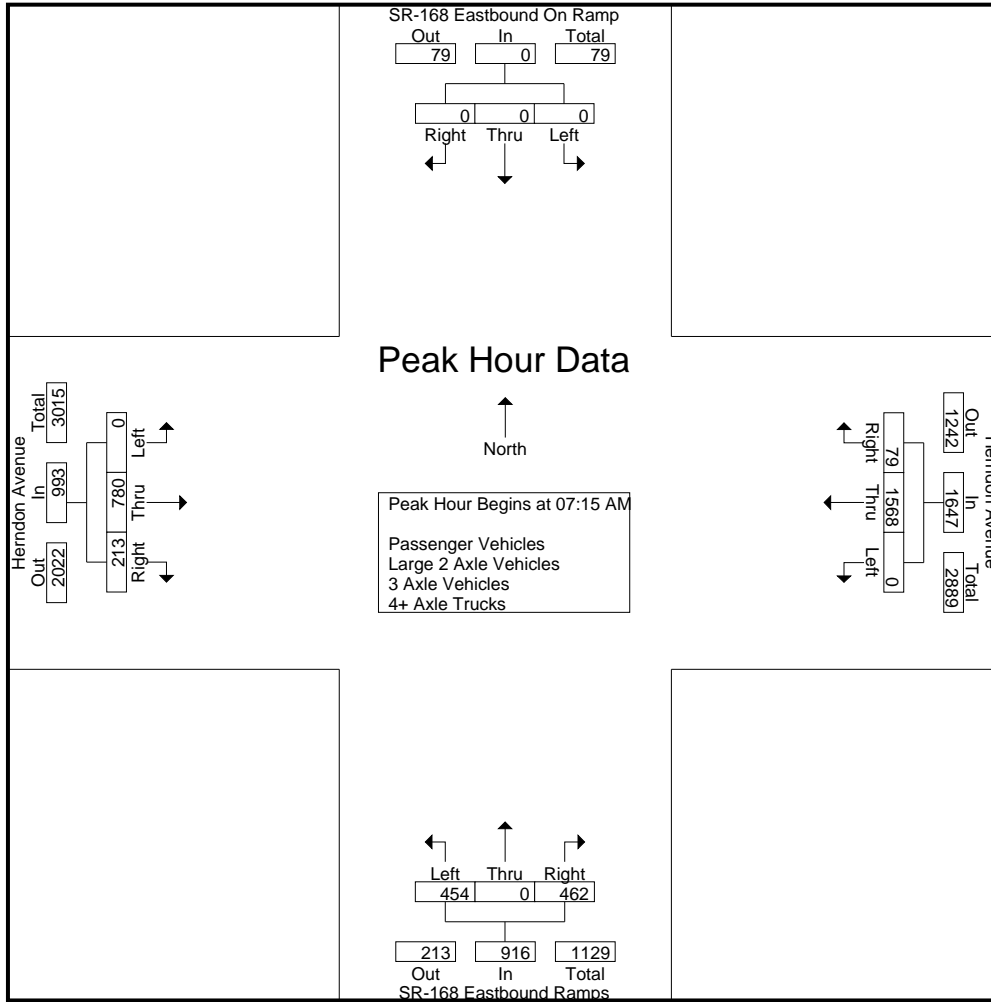
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	318	10	328	81	0	83	164	0	97	24	121	613
07:15 AM	0	0	0	0	0	389	19	408	116	0	99	215	0	147	53	200	823
07:30 AM	0	0	0	0	0	409	27	436	113	0	105	218	0	180	44	224	878
07:45 AM	0	0	0	0	0	421	15	436	137	0	136	273	0	212	65	277	986
Total	0	0	0	0	0	1537	71	1608	447	0	423	870	0	636	186	822	3300
08:00 AM	0	0	0	0	0	349	18	367	88	0	122	210	0	241	51	292	869
08:15 AM	0	0	0	0	0	363	23	386	78	0	107	185	0	189	50	239	810
08:30 AM	0	0	0	0	0	366	17	383	88	0	102	190	0	207	45	252	825
08:45 AM	0	0	0	0	0	302	12	314	79	0	116	195	0	201	47	248	757
Total	0	0	0	0	0	1380	70	1450	333	0	447	780	0	838	193	1031	3261
Grand Total	0	0	0	0	0	2917	141	3058	780	0	870	1650	0	1474	379	1853	6561
Apprch %	0	0	0		0	95.4	4.6		47.3	0	52.7		0	79.5	20.5		
Total %	0	0	0		0	44.5	2.1	46.6	11.9	0	13.3	25.1	0	22.5	5.8	28.2	
Passenger Vehicles	0	0	0	0	0	2878	141	3019	749	0	832	1581	0	1441	372	1813	6413
% Passenger Vehicles	0	0	0	0	0	98.7	100	98.7	96	0	95.6	95.8	0	97.8	98.2	97.8	97.7
Large 2 Axle Vehicles	0	0	0	0	0	27	0	27	16	0	27	43	0	29	7	36	106
% Large 2 Axle Vehicles	0	0	0	0	0	0.9	0	0.9	2.1	0	3.1	2.6	0	2	1.8	1.9	1.6
3 Axle Vehicles	0	0	0	0	0	4	0	4	5	0	2	7	0	1	0	1	12
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0.6	0	0.2	0.4	0	0.1	0	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	8	0	8	10	0	9	19	0	3	0	3	30
% 4+ Axle Trucks	0	0	0	0	0	0.3	0	0.3	1.3	0	1	1.2	0	0.2	0	0.2	0.5

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	389	19	408	116	0	99	215	0	147	53	200	823
07:30 AM	0	0	0	0	0	409	27	436	113	0	105	218	0	180	44	224	878
07:45 AM	0	0	0	0	0	421	15	436	137	0	136	273	0	212	65	277	986
08:00 AM	0	0	0	0	0	349	18	367	88	0	122	210	0	241	51	292	869
Total Volume	0	0	0	0	0	1568	79	1647	454	0	462	916	0	780	213	993	3556
% App. Total	0	0	0		0	95.2	4.8		49.6	0	50.4		0	78.5	21.5		
PHF	.000	.000	.000	.000	.000	.931	.731	.944	.828	.000	.849	.839	.000	.809	.819	.850	.902

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:45 AM							
+0 mins.	0	0	0	0	0	389	19	408	116	0	99	215	0	212	65	277
+15 mins.	0	0	0	0	0	409	27	436	113	0	105	218	0	241	51	292
+30 mins.	0	0	0	0	0	421	15	436	137	0	136	273	0	189	50	239
+45 mins.	0	0	0	0	0	349	18	367	88	0	122	210	0	207	45	252
Total Volume	0	0	0	0	0	1568	79	1647	454	0	462	916	0	849	211	1060
% App. Total	0	0	0	0	0	95.2	4.8		49.6	0	50.4		0	80.1	19.9	
PHF	.000	.000	.000	.000	.000	.931	.731	.944	.828	.000	.849	.839	.000	.881	.812	.908

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

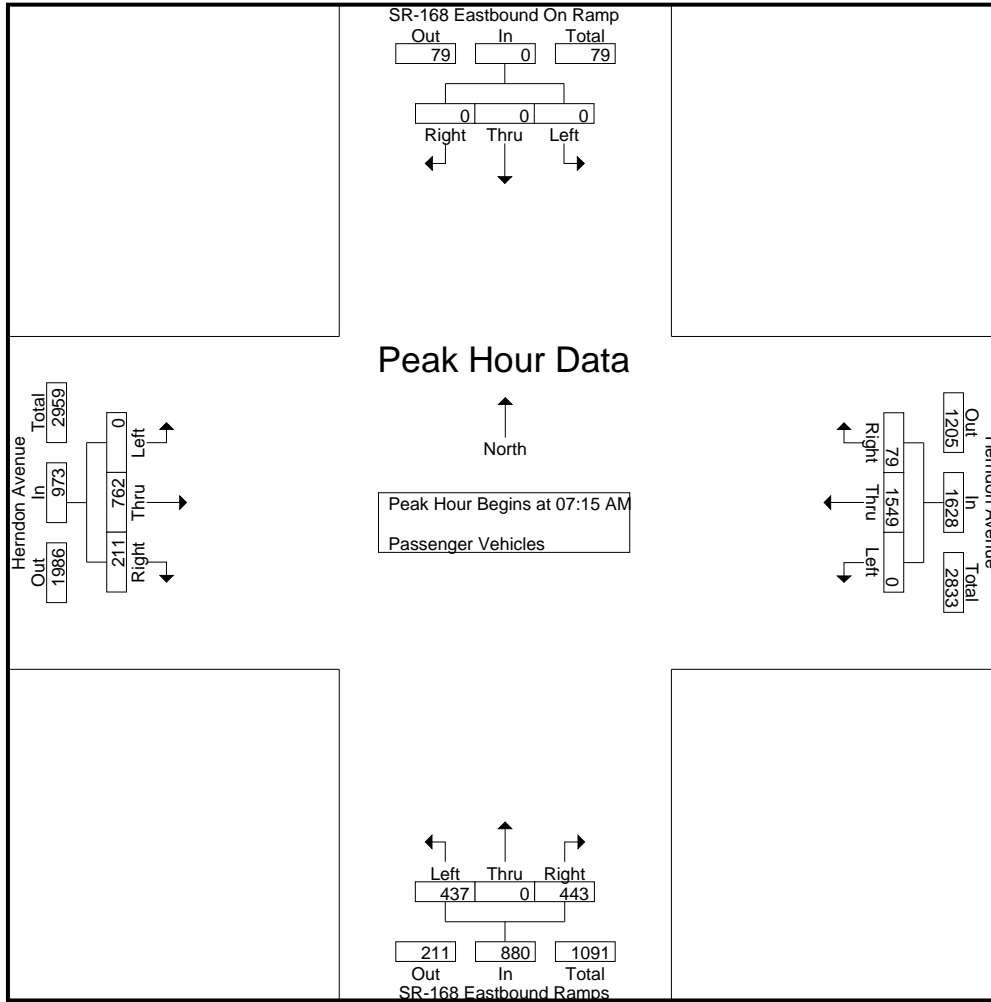
Groups Printed- Passenger Vehicles

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	314	10	324	80	0	78	158	0	94	24	118	600
07:15 AM	0	0	0	0	0	387	19	406	109	0	93	202	0	145	52	197	805
07:30 AM	0	0	0	0	0	404	27	431	108	0	101	209	0	175	44	219	859
07:45 AM	0	0	0	0	0	416	15	431	135	0	132	267	0	208	64	272	970
Total	0	0	0	0	0	1521	71	1592	432	0	404	836	0	622	184	806	3234
08:00 AM	0	0	0	0	0	342	18	360	85	0	117	202	0	234	51	285	847
08:15 AM	0	0	0	0	0	359	23	382	75	0	105	180	0	184	47	231	793
08:30 AM	0	0	0	0	0	359	17	376	81	0	96	177	0	205	44	249	802
08:45 AM	0	0	0	0	0	297	12	309	76	0	110	186	0	196	46	242	737
Total	0	0	0	0	0	1357	70	1427	317	0	428	745	0	819	188	1007	3179
Grand Total	0	0	0	0	0	2878	141	3019	749	0	832	1581	0	1441	372	1813	6413
Apprch %	0	0	0		0	95.3	4.7		47.4	0	52.6		0	79.5	20.5		
Total %	0	0	0		0	44.9	2.2	47.1	11.7	0	13	24.7	0	22.5	5.8	28.3	

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	387	19	406	109	0	93	202	0	145	52	197	805
07:30 AM	0	0	0	0	0	404	27	431	108	0	101	209	0	175	44	219	859
07:45 AM	0	0	0	0	0	416	15	431	135	0	132	267	0	208	64	272	970
08:00 AM	0	0	0	0	0	342	18	360	85	0	117	202	0	234	51	285	847
Total Volume	0	0	0	0	0	1549	79	1628	437	0	443	880	0	762	211	973	3481
% App. Total	0	0	0		0	95.1	4.9		49.7	0	50.3		0	78.3	21.7		
PHF	.000	.000	.000	.000	.000	.931	.731	.944	.809	.000	.839	.824	.000	.814	.824	.854	.897

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern AMC
 Site Code : 00322473
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	387	19	406	109	0	93	202	0	145	52	197
+15 mins.	0	0	0	0	0	404	27	431	108	0	101	209	0	175	44	219
+30 mins.	0	0	0	0	0	416	15	431	135	0	132	267	0	208	64	272
+45 mins.	0	0	0	0	0	342	18	360	85	0	117	202	0	234	51	285
Total Volume	0	0	0	0	0	1549	79	1628	437	0	443	880	0	762	211	973
% App. Total	0	0	0	0	0	95.1	4.9		49.7	0	50.3		0	78.3	21.7	
PHF	.000	.000	.000	.000	.000	.931	.731	.944	.809	.000	.839	.824	.000	.814	.824	.854

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

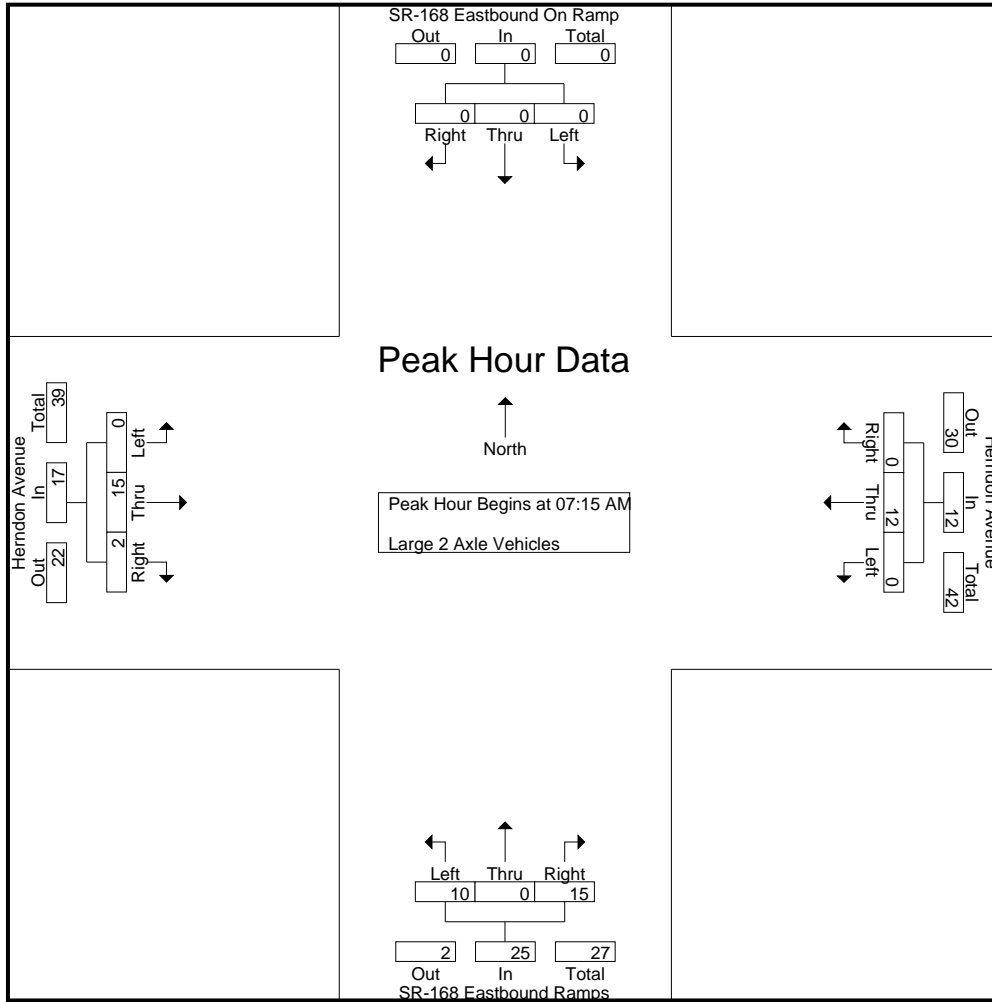
Groups Printed- Large 2 Axle Vehicles

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	2	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	3	0	3	6	0	2	1	3	11
07:30 AM	0	0	0	0	0	3	0	3	2	0	4	6	0	4	0	4	13
07:45 AM	0	0	0	0	0	1	0	1	2	0	3	5	0	3	1	4	10
Total	0	0	0	0	0	9	0	9	7	0	12	19	0	11	2	13	41
08:00 AM	0	0	0	0	0	6	0	6	3	0	5	8	0	6	0	6	20
08:15 AM	0	0	0	0	0	4	0	4	3	0	0	3	0	5	3	8	15
08:30 AM	0	0	0	0	0	3	0	3	2	0	5	7	0	2	1	3	13
08:45 AM	0	0	0	0	0	5	0	5	1	0	5	6	0	5	1	6	17
Total	0	0	0	0	0	18	0	18	9	0	15	24	0	18	5	23	65
Grand Total	0	0	0	0	0	27	0	27	16	0	27	43	0	29	7	36	106
Apprch %	0	0	0		0	100	0		37.2	0	62.8		0	80.6	19.4		
Total %	0	0	0		0	25.5	0	25.5	15.1	0	25.5	40.6	0	27.4	6.6	34	

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	3	0	3	6	0	2	1	3	11
07:30 AM	0	0	0	0	0	3	0	3	2	0	4	6	0	4	0	4	13
07:45 AM	0	0	0	0	0	1	0	1	2	0	3	5	0	3	1	4	10
08:00 AM	0	0	0	0	0	6	0	6	3	0	5	8	0	6	0	6	20
Total Volume	0	0	0	0	0	12	0	12	10	0	15	25	0	15	2	17	54
% App. Total	0	0	0		0	100	0		40	0	60		0	88.2	11.8		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.833	.000	.750	.781	.000	.625	.500	.708	.675

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	3	0	3	6	0	2	1	3
+15 mins.	0	0	0	0	0	3	0	3	2	0	4	6	0	4	0	4
+30 mins.	0	0	0	0	0	1	0	1	2	0	3	5	0	3	1	4
+45 mins.	0	0	0	0	0	6	0	6	3	0	5	8	0	6	0	6
Total Volume	0	0	0	0	0	12	0	12	10	0	15	25	0	15	2	17
% App. Total	0	0	0	0	0	100	0	100	40	0	60	100	0	88.2	11.8	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.833	.000	.750	.781	.000	.625	.500	.708

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	0	3	0	3	2	0	1	3	0	1	0	1	7
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	3	0	1	4	0	0	0	0	5
Grand Total	0	0	0	0	0	4	0	4	5	0	2	7	0	1	0	1	12
Apprch %	0	0	0		0	100	0		71.4	0	28.6		0	100	0		
Total %	0	0	0		0	33.3	0	33.3	41.7	0	16.7	58.3	0	8.3	0	8.3	

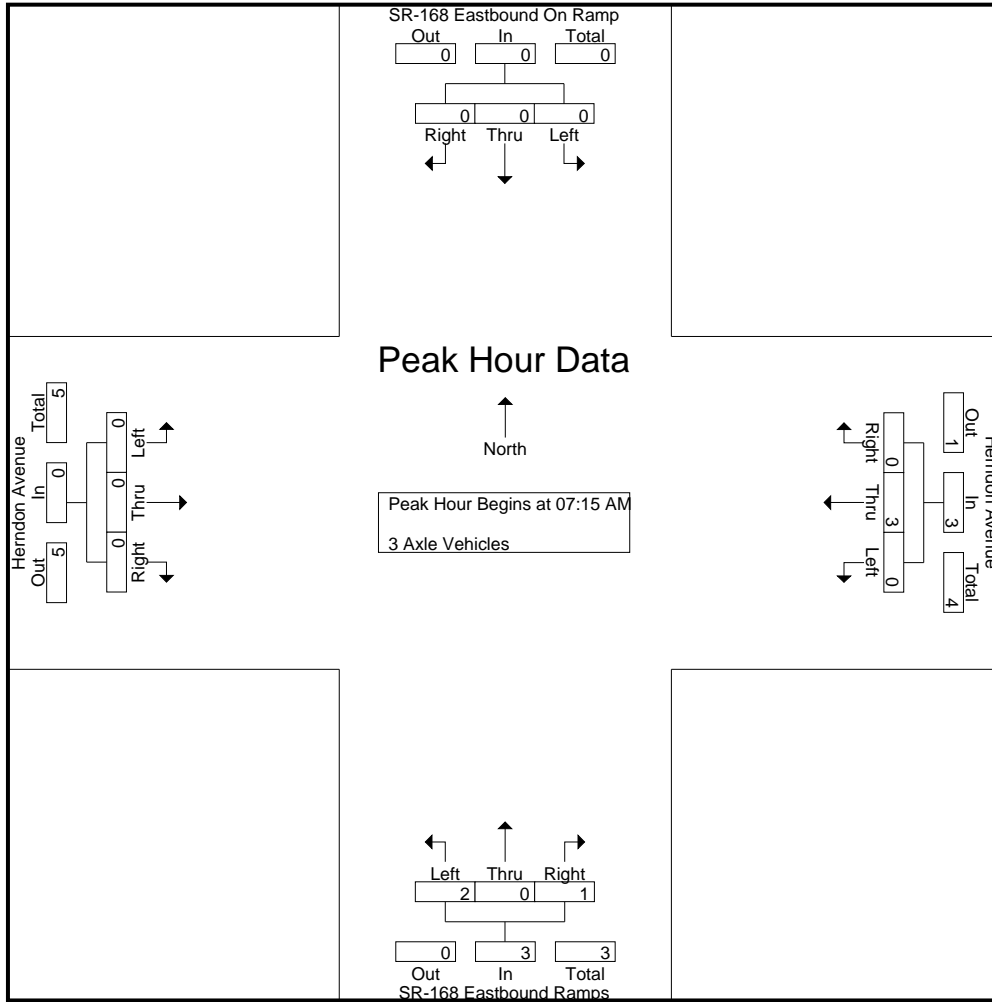
Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	2	0	1	3	0	0	0	0	6
% App. Total	0	0	0		0	100	0		66.7	0	33.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.500	.000	.250	.750	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	2	0	1	3	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	66.7	0	33.3	3	0	0	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.500	.000	.250	.750	.000	.000	.000	.000

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

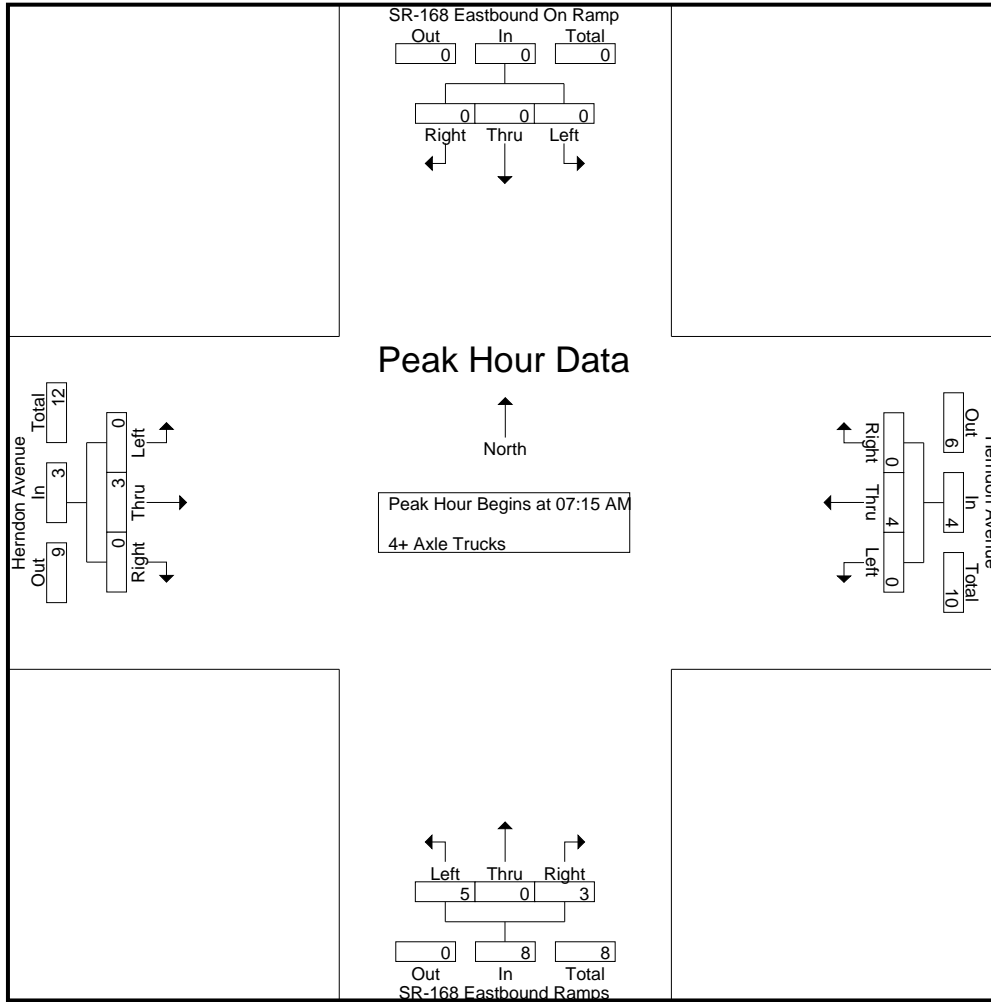
Groups Printed- 4+ Axle Trucks

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	3	0	3	6	0	0	0	0	6
07:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	1	0	1	5
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	4	0	4	6	0	6	12	0	2	0	2	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	4	0	4	3	0	1	4	0	0	0	0	8
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	4	0	3	7	0	1	0	1	12
Grand Total	0	0	0	0	0	8	0	8	10	0	9	19	0	3	0	3	30
Apprch %	0	0	0		0	100	0		52.6	0	47.4		0	100	0		
Total %	0	0	0	0	0	26.7	0	26.7	33.3	0	30	63.3	0	10	0	10	

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	3	0	3	6	0	0	0	0	6
07:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	1	0	1	5
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	4	0	4	5	0	3	8	0	3	0	3	15
% App. Total	0	0	0		0	100	0		62.5	0	37.5		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.417	.000	.250	.333	.000	.750	.000	.750	.625

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	3	0	3	6	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	2	0	0	2	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	5	0	3	8	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	62.5	0	37.5	8	0	100	0	3
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.417	.000	.250	.333	.000	.750	.000	.750

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

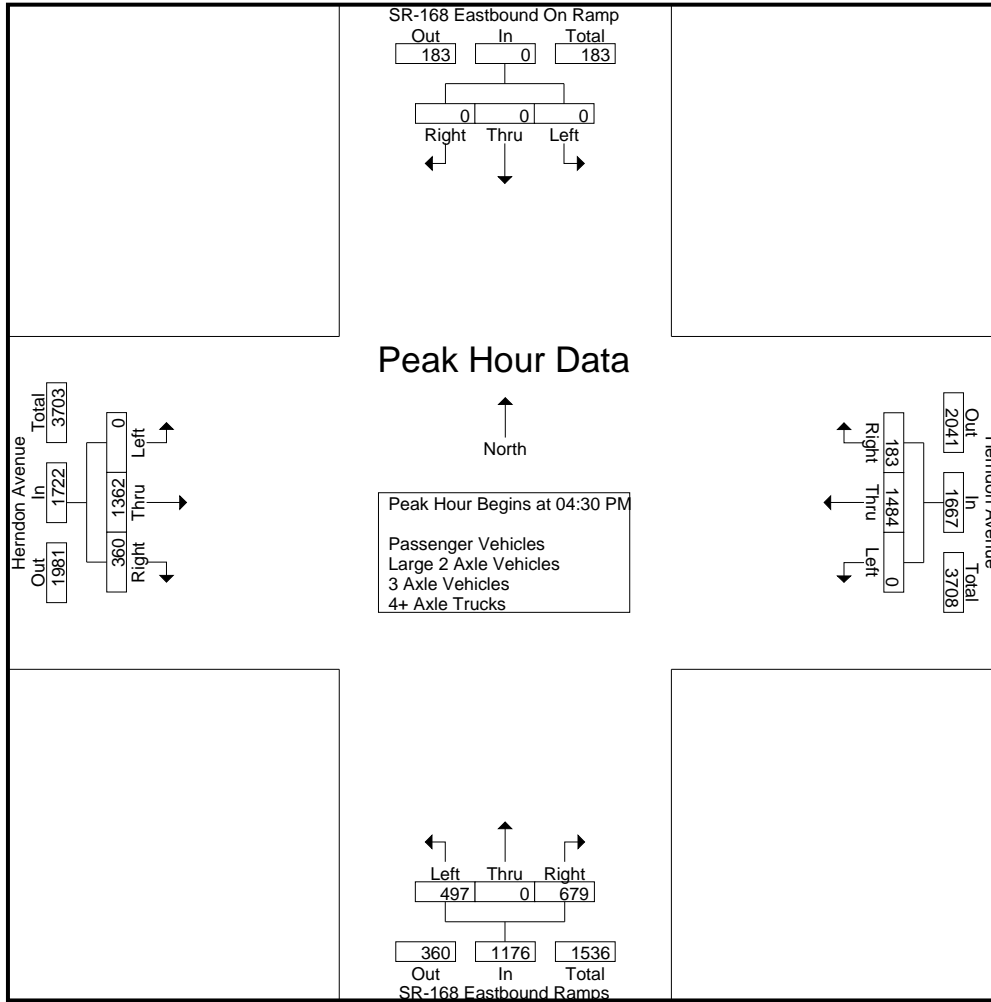
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	337	30	367	104	0	132	236	0	255	72	327	930
04:15 PM	0	0	0	0	0	358	45	403	114	0	185	299	0	358	87	445	1147
04:30 PM	0	0	0	0	0	385	40	425	114	0	142	256	0	355	81	436	1117
04:45 PM	0	0	0	0	0	344	44	388	127	0	195	322	0	340	104	444	1154
Total	0	0	0	0	0	1424	159	1583	459	0	654	1113	0	1308	344	1652	4348
05:00 PM	0	0	0	0	0	390	48	438	102	0	174	276	0	334	74	408	1122
05:15 PM	0	0	0	0	0	365	51	416	154	0	168	322	0	333	101	434	1172
05:30 PM	0	0	0	0	0	325	47	372	120	1	176	297	0	325	114	439	1108
05:45 PM	0	0	0	0	0	321	41	362	96	0	162	258	0	278	90	368	988
Total	0	0	0	0	0	1401	187	1588	472	1	680	1153	0	1270	379	1649	4390
Grand Total	0	0	0	0	0	2825	346	3171	931	1	1334	2266	0	2578	723	3301	8738
Apprch %	0	0	0		0	89.1	10.9		41.1	0	58.9		0	78.1	21.9		
Total %	0	0	0		0	32.3	4	36.3	10.7	0	15.3	25.9	0	29.5	8.3	37.8	
Passenger Vehicles	0	0	0	0	0	2802	343	3145	918	1	1314	2233	0	2567	718	3285	8663
% Passenger Vehicles	0	0	0	0	0	99.2	99.1	99.2	98.6	100	98.5	98.5	0	99.6	99.3	99.5	99.1
Large 2 Axle Vehicles	0	0	0	0	0	18	3	21	10	0	17	27	0	11	2	13	61
% Large 2 Axle Vehicles	0	0	0	0	0	0.6	0.9	0.7	1.1	0	1.3	1.2	0	0.4	0.3	0.4	0.7
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3	6
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0.1	0	0	0	0.4	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	3	0	3	3	0	2	5	0	0	0	0	8
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0.3	0	0.1	0.2	0	0	0	0	0.1

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	385	40	425	114	0	142	256	0	355	81	436	1117
04:45 PM	0	0	0	0	0	344	44	388	127	0	195	322	0	340	104	444	1154
05:00 PM	0	0	0	0	0	390	48	438	102	0	174	276	0	334	74	408	1122
05:15 PM	0	0	0	0	0	365	51	416	154	0	168	322	0	333	101	434	1172
Total Volume	0	0	0	0	0	1484	183	1667	497	0	679	1176	0	1362	360	1722	4565
% App. Total	0	0	0		0	89	11		42.3	0	57.7		0	79.1	20.9		
PHF	.000	.000	.000	.000	.000	.951	.897	.951	.807	.000	.871	.913	.000	.959	.865	.970	.974

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:15 PM			
+0 mins.	0	0	0	0	0	385	40	425	127	0	195	322	0	358	87	445
+15 mins.	0	0	0	0	0	344	44	388	102	0	174	276	0	355	81	436
+30 mins.	0	0	0	0	0	390	48	438	154	0	168	322	0	340	104	444
+45 mins.	0	0	0	0	0	365	51	416	120	1	176	297	0	334	74	408
Total Volume	0	0	0	0	0	1484	183	1667	503	1	713	1217	0	1387	346	1733
% App. Total	0	0	0	0	0	89	11		41.3	0.1	58.6		0	80	20	
PHF	.000	.000	.000	.000	.000	.951	.897	.951	.817	.250	.914	.945	.000	.969	.832	.974

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

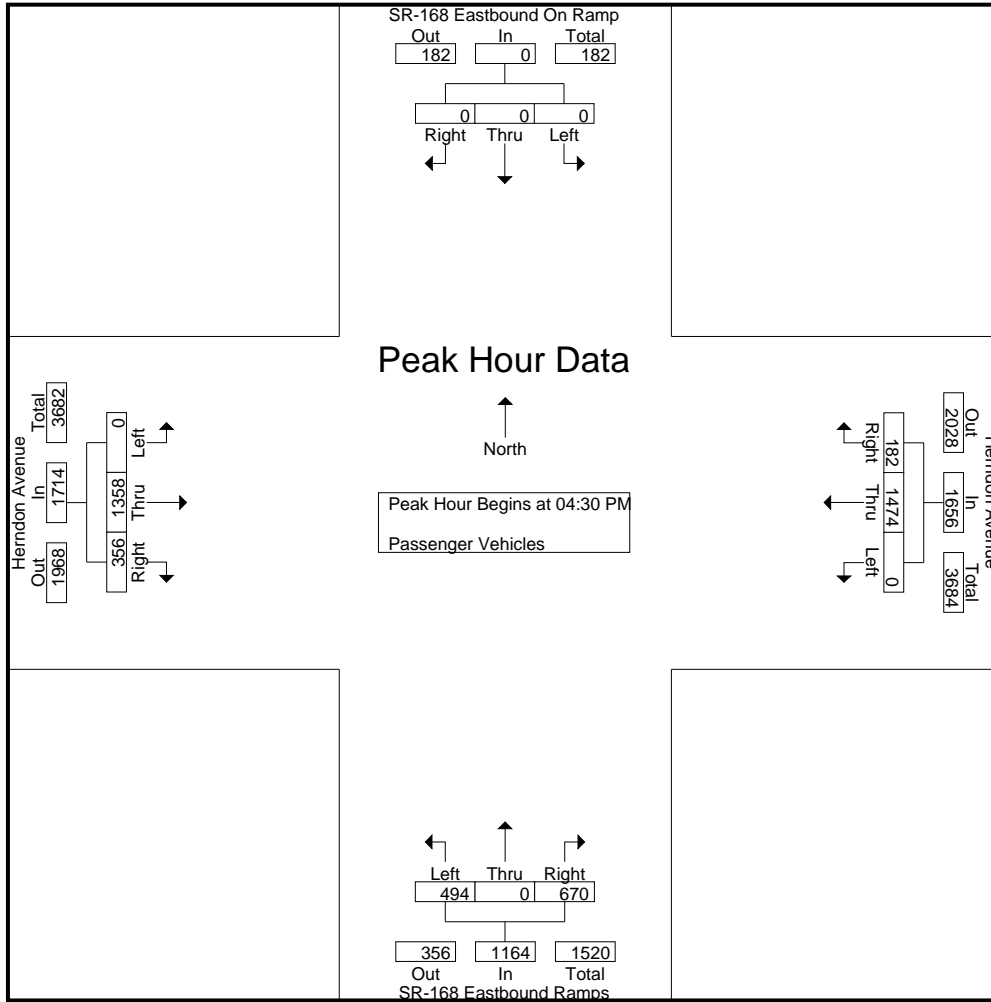
Groups Printed- Passenger Vehicles

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	332	30	362	101	0	127	228	0	253	71	324	914
04:15 PM	0	0	0	0	0	355	43	398	110	0	182	292	0	356	87	443	1133
04:30 PM	0	0	0	0	0	380	40	420	114	0	139	253	0	353	81	434	1107
04:45 PM	0	0	0	0	0	342	44	386	125	0	194	319	0	339	101	440	1145
Total	0	0	0	0	0	1409	157	1566	450	0	642	1092	0	1301	340	1641	4299
05:00 PM	0	0	0	0	0	389	47	436	102	0	171	273	0	334	74	408	1117
05:15 PM	0	0	0	0	0	363	51	414	153	0	166	319	0	332	100	432	1165
05:30 PM	0	0	0	0	0	323	47	370	119	1	174	294	0	322	114	436	1100
05:45 PM	0	0	0	0	0	318	41	359	94	0	161	255	0	278	90	368	982
Total	0	0	0	0	0	1393	186	1579	468	1	672	1141	0	1266	378	1644	4364
Grand Total	0	0	0	0	0	2802	343	3145	918	1	1314	2233	0	2567	718	3285	8663
Apprch %	0	0	0		0	89.1	10.9		41.1	0	58.8		0	78.1	21.9		
Total %	0	0	0		0	32.3	4	36.3	10.6	0	15.2	25.8	0	29.6	8.3	37.9	

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	380	40	420	114	0	139	253	0	353	81	434	1107
04:45 PM	0	0	0	0	0	342	44	386	125	0	194	319	0	339	101	440	1145
05:00 PM	0	0	0	0	0	389	47	436	102	0	171	273	0	334	74	408	1117
05:15 PM	0	0	0	0	0	363	51	414	153	0	166	319	0	332	100	432	1165
Total Volume	0	0	0	0	0	1474	182	1656	494	0	670	1164	0	1358	356	1714	4534
% App. Total	0	0	0		0	89	11		42.4	0	57.6		0	79.2	20.8		
PHF	.000	.000	.000	.000	.000	.947	.892	.950	.807	.000	.863	.912	.000	.962	.881	.974	.973

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	380	40	420	114	0	139	253	0	353	81	434
+15 mins.	0	0	0	0	0	342	44	386	125	0	194	319	0	339	101	440
+30 mins.	0	0	0	0	0	389	47	436	102	0	171	273	0	334	74	408
+45 mins.	0	0	0	0	0	363	51	414	153	0	166	319	0	332	100	432
Total Volume	0	0	0	0	0	1474	182	1656	494	0	670	1164	0	1358	356	1714
% App. Total	0	0	0	0	0	89	11		42.4	0	57.6		0	79.2	20.8	
PHF	.000	.000	.000	.000	.000	.947	.892	.950	.807	.000	.863	.912	.000	.962	.881	.974

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	4	0	4	2	0	5	7	0	2	1	3	14
04:15 PM	0	0	0	0	0	3	2	5	3	0	3	6	0	2	0	2	13
04:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2	6
04:45 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1	5
Total	0	0	0	0	0	11	2	13	7	0	10	17	0	7	1	8	38
05:00 PM	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	2	0	2	1	0	2	3	0	1	1	2	7
05:30 PM	0	0	0	0	0	2	0	2	1	0	2	3	0	3	0	3	8
05:45 PM	0	0	0	0	0	3	0	3	1	0	1	2	0	0	0	0	5
Total	0	0	0	0	0	7	1	8	3	0	7	10	0	4	1	5	23
Grand Total	0	0	0	0	0	18	3	21	10	0	17	27	0	11	2	13	61
Apprch %	0	0	0		0	85.7	14.3		37	0	63		0	84.6	15.4		
Total %	0	0	0		0	29.5	4.9	34.4	16.4	0	27.9	44.3	0	18	3.3	21.3	

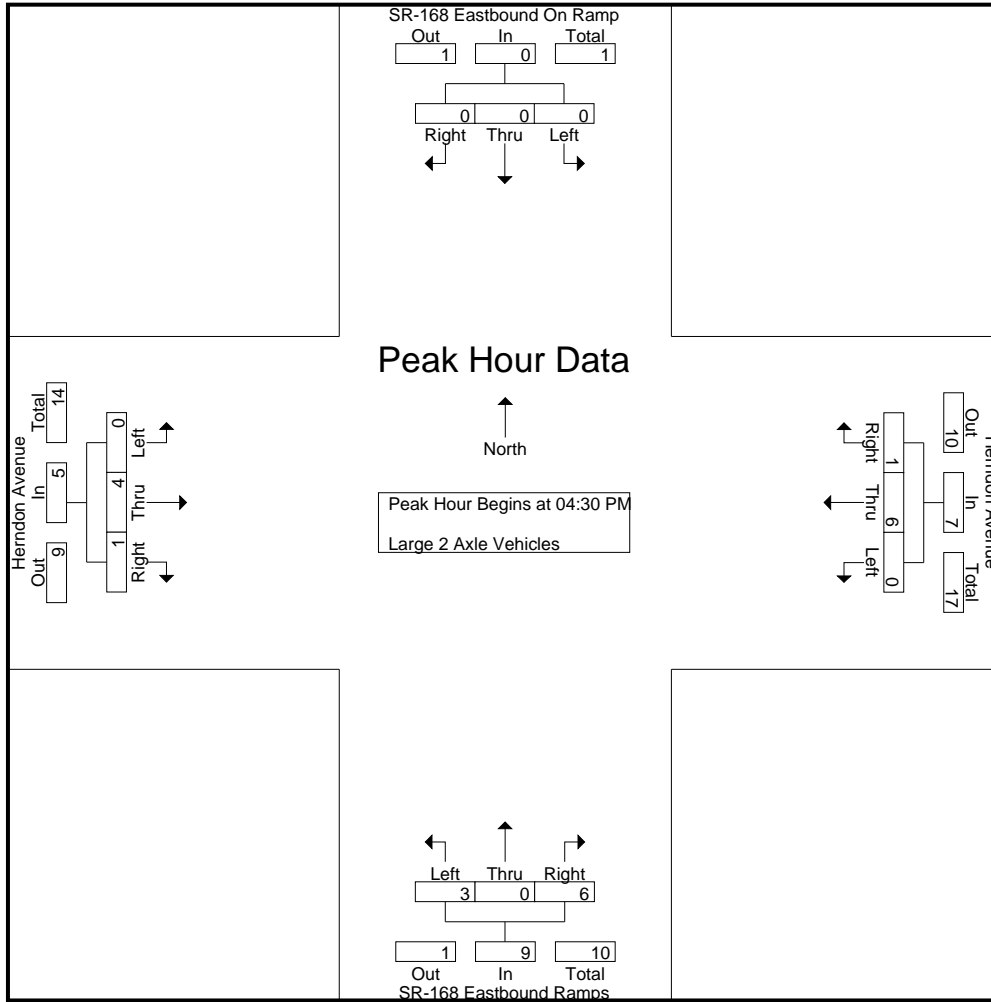
Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2	6
04:45 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1	5
05:00 PM	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	2	0	2	1	0	2	3	0	1	1	2	7
Total Volume	0	0	0	0	0	6	1	7	3	0	6	9	0	4	1	5	21
% App. Total	0	0	0		0	85.7	14.3		33.3	0	66.7		0	80	20		
PHF	.000	.000	.000	.000	.000	.500	.250	.583	.375	.000	.750	.750	.000	.500	.250	.625	.750

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	1	0	2	3	0	1	1	2
Total Volume	0	0	0	0	0	6	1	7	3	0	6	9	0	4	1	5
% App. Total	0	0	0	0	0	85.7	14.3		33.3	0	66.7		0	80	20	
PHF	.000	.000	.000	.000	.000	.500	.250	.583	.375	.000	.750	.750	.000	.500	.250	.625

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3	6
Apprch %	0	0	0		0	100	0		0	0	100		0	0	100		
Total %	0	0	0		0	33.3	0	33.3	0	0	16.7	16.7	0	0	50	50	

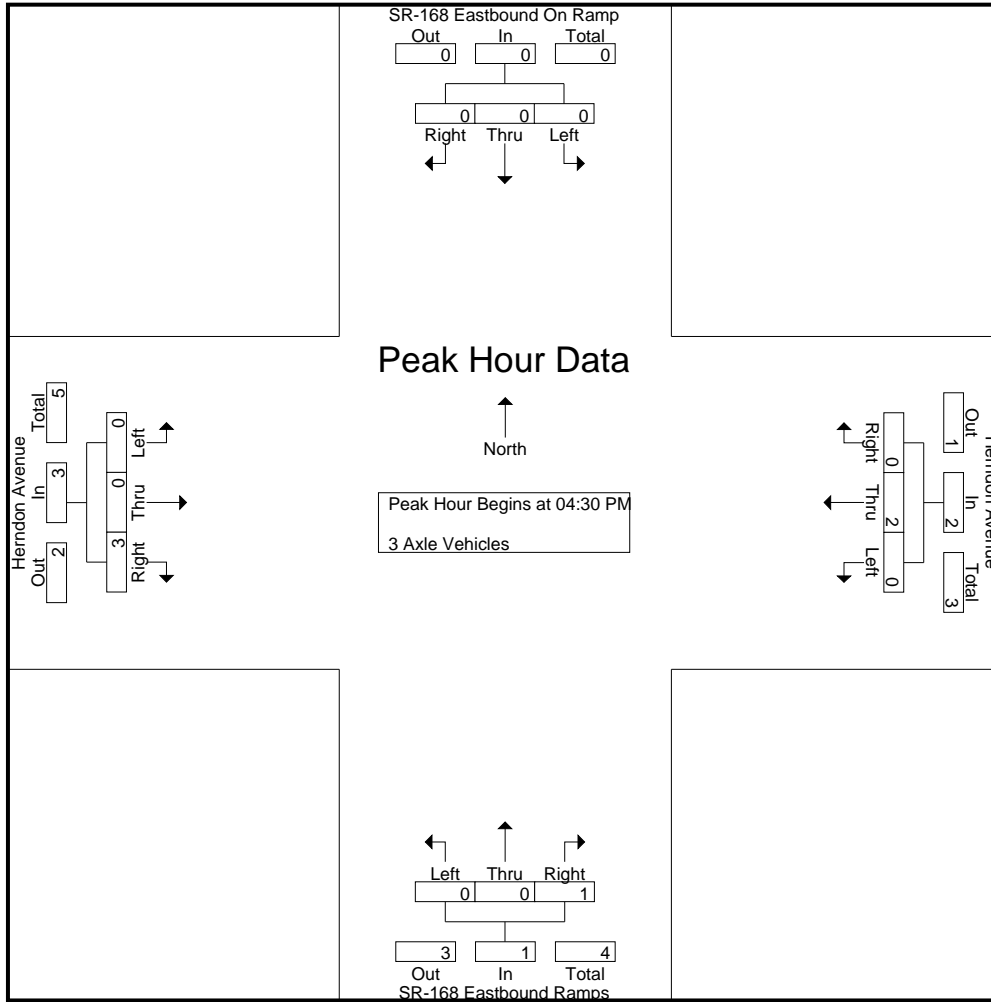
Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3	6
% App. Total	0	0	0		0	100	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.250	.250	.500

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.250	.250

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

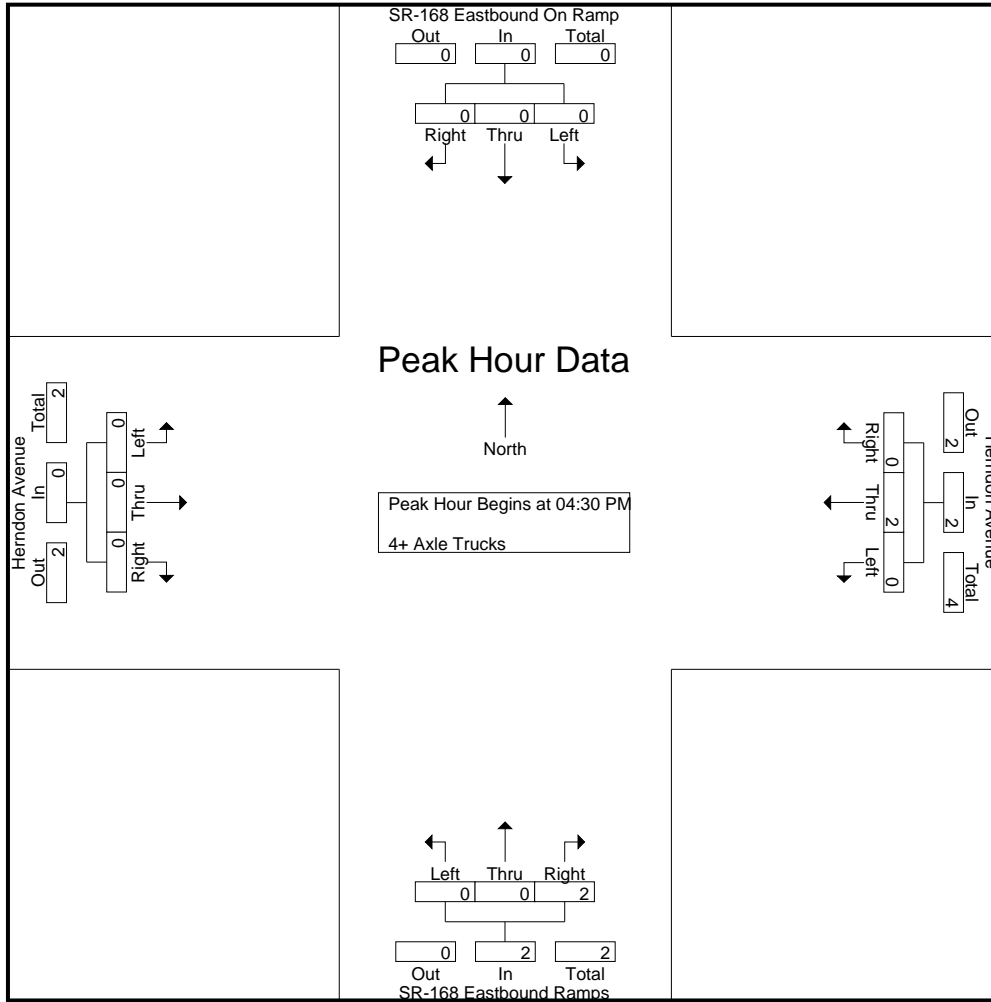
Groups Printed- 4+ Axle Trucks

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	2	0	1	3	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	0
Grand Total	0	0	0	0	0	3	0	3	3	0	2	5	0	0	0	0	0
Apprch %	0	0	0		0	100	0		60	0	40		0	0	0		
Total %	0	0	0		0	37.5	0	37.5	37.5	0	25	62.5	0	0	0		

Start Time	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	2	2	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000	.500

City of Clovis
 N/S: SR-168 Eastbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 13_CVS_168E_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	2	2	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000

Location: Clovis
 N/S: SR-168 EB Ramps
 E/W: Herndon Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg SR-168 EB Ramps	East Leg Herndon Avenue	South Leg SR-168 EB Ramps	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg SR-168 EB Ramps	East Leg Herndon Avenue	South Leg SR-168 EB Ramps	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Clovis
 N/S: SR-168 EB Ramps
 E/W: Herndon Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound SR-168 EB Ramps			Westbound Herndon Avenue			Northbound SR-168 EB Ramps			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound SR-168 EB Ramps			Westbound Herndon Avenue			Northbound SR-168 EB Ramps			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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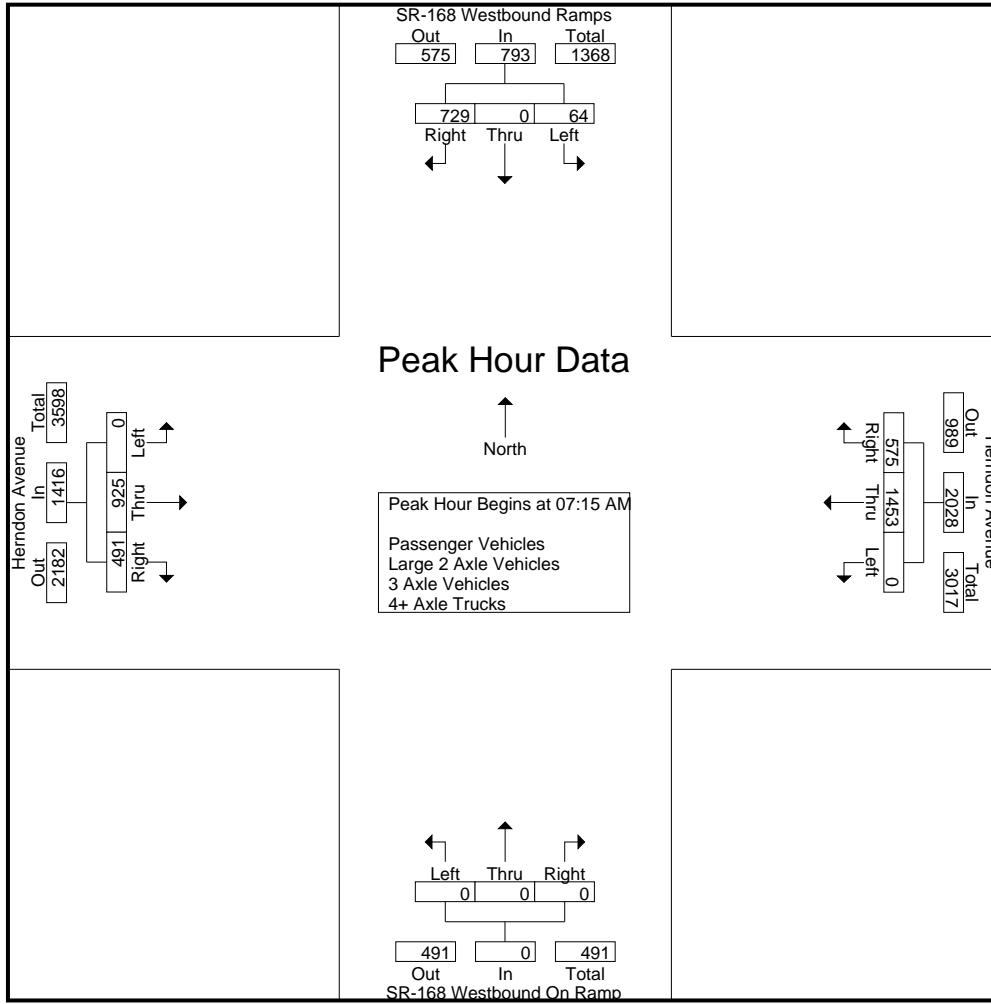
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	0	112	122	0	281	118	399	0	0	0	0	0	111	101	212	733
07:15 AM	20	0	170	190	0	364	138	502	0	0	0	0	0	178	111	289	981
07:30 AM	14	0	215	229	0	387	140	527	0	0	0	0	0	220	148	368	1124
07:45 AM	14	0	177	191	0	392	163	555	0	0	0	0	0	253	128	381	1127
Total	58	0	674	732	0	1424	559	1983	0	0	0	0	0	762	488	1250	3965
08:00 AM	16	0	167	183	0	310	134	444	0	0	0	0	0	274	104	378	1005
08:15 AM	12	1	157	170	0	329	107	436	0	0	0	0	0	223	99	322	928
08:30 AM	14	0	121	135	0	330	126	456	0	0	0	0	0	235	72	307	898
08:45 AM	23	0	139	162	0	279	104	383	0	0	0	0	0	219	75	294	839
Total	65	1	584	650	0	1248	471	1719	0	0	0	0	0	951	350	1301	3670
Grand Total	123	1	1258	1382	0	2672	1030	3702	0	0	0	0	0	1713	838	2551	7635
Apprch %	8.9	0.1	91		0	72.2	27.8		0	0	0		0	67.2	32.8		
Total %	1.6	0	16.5	18.1	0	35	13.5	48.5	0	0	0	0	0	22.4	11	33.4	
Passenger Vehicles	122	1	1250	1373	0	2626	1009	3635	0	0	0	0	0	1680	816	2496	7504
% Passenger Vehicles	99.2	100	99.4	99.3	0	98.3	98	98.2	0	0	0	0	0	98.1	97.4	97.8	98.3
Large 2 Axle Vehicles	1	0	8	9	0	28	14	42	0	0	0	0	0	29	13	42	93
% Large 2 Axle Vehicles	0.8	0	0.6	0.7	0	1	1.4	1.1	0	0	0	0	0	1.7	1.6	1.6	1.2
3 Axle Vehicles	0	0	0	0	0	6	2	8	0	0	0	0	0	1	2	3	11
% 3 Axle Vehicles	0	0	0	0	0	0.2	0.2	0.2	0	0	0	0	0	0.1	0.2	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	12	5	17	0	0	0	0	0	3	7	10	27
% 4+ Axle Trucks	0	0	0	0	0	0.4	0.5	0.5	0	0	0	0	0	0.2	0.8	0.4	0.4

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	20	0	170	190	0	364	138	502	0	0	0	0	0	178	111	289	981
07:30 AM	14	0	215	229	0	387	140	527	0	0	0	0	0	220	148	368	1124
07:45 AM	14	0	177	191	0	392	163	555	0	0	0	0	0	253	128	381	1127
08:00 AM	16	0	167	183	0	310	134	444	0	0	0	0	0	274	104	378	1005
Total Volume	64	0	729	793	0	1453	575	2028	0	0	0	0	0	925	491	1416	4237
% App. Total	8.1	0	91.9		0	71.6	28.4		0	0	0		0	65.3	34.7		
PHF	.800	.000	.848	.866	.000	.927	.882	.914	.000	.000	.000	.000	.000	.844	.829	.929	.940

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern AMC
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	20	0	170	190	0	364	138	502	0	0	0	0	0	220	148	368
+15 mins.	14	0	215	229	0	387	140	527	0	0	0	0	0	253	128	381
+30 mins.	14	0	177	191	0	392	163	555	0	0	0	0	0	274	104	378
+45 mins.	16	0	167	183	0	310	134	444	0	0	0	0	0	223	99	322
Total Volume	64	0	729	793	0	1453	575	2028	0	0	0	0	0	970	479	1449
% App. Total	8.1	0	91.9		0	71.6	28.4		0	0	0		0	66.9	33.1	
PHF	.800	.000	.848	.866	.000	.927	.882	.914	.000	.000	.000	.000	.000	.885	.809	.951

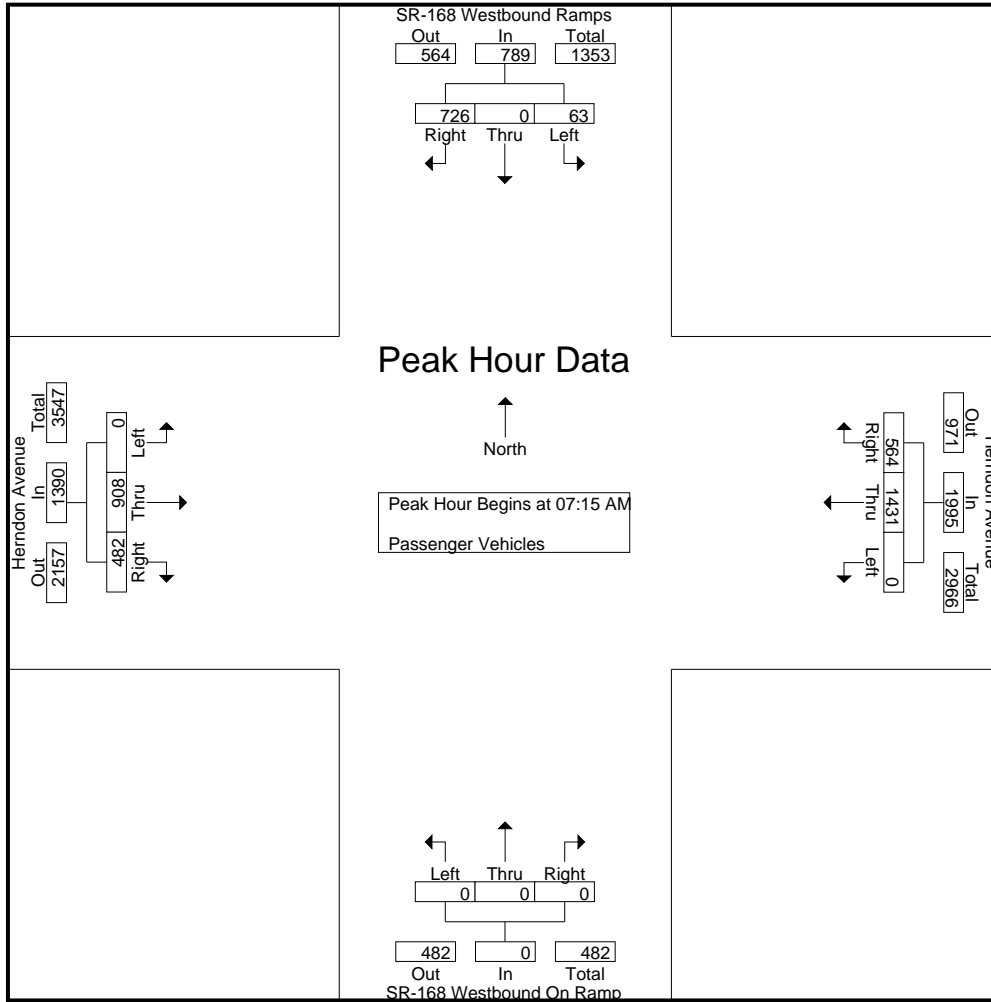
City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Groups Printed- Passenger Vehicles

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	0	111	121	0	278	117	395	0	0	0	0	0	109	98	207	723
07:15 AM	19	0	169	188	0	361	136	497	0	0	0	0	0	176	110	286	971
07:30 AM	14	0	214	228	0	374	140	514	0	0	0	0	0	214	145	359	1101
07:45 AM	14	0	176	190	0	391	158	549	0	0	0	0	0	250	125	375	1114
Total	57	0	670	727	0	1404	551	1955	0	0	0	0	0	749	478	1227	3909
08:00 AM	16	0	167	183	0	305	130	435	0	0	0	0	0	268	102	370	988
08:15 AM	12	1	155	168	0	324	105	429	0	0	0	0	0	217	91	308	905
08:30 AM	14	0	120	134	0	320	122	442	0	0	0	0	0	232	71	303	879
08:45 AM	23	0	138	161	0	273	101	374	0	0	0	0	0	214	74	288	823
Total	65	1	580	646	0	1222	458	1680	0	0	0	0	0	931	338	1269	3595
Grand Total	122	1	1250	1373	0	2626	1009	3635	0	0	0	0	0	1680	816	2496	7504
Apprch %	8.9	0.1	91		0	72.2	27.8		0	0	0		0	67.3	32.7		
Total %	1.6	0	16.7	18.3	0	35	13.4	48.4	0	0	0	0	0	22.4	10.9	33.3	

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	19	0	169	188	0	361	136	497	0	0	0	0	0	176	110	286	971
07:30 AM	14	0	214	228	0	374	140	514	0	0	0	0	0	214	145	359	1101
07:45 AM	14	0	176	190	0	391	158	549	0	0	0	0	0	250	125	375	1114
08:00 AM	16	0	167	183	0	305	130	435	0	0	0	0	0	268	102	370	988
Total Volume	63	0	726	789	0	1431	564	1995	0	0	0	0	0	908	482	1390	4174
% App. Total	8	0	92		0	71.7	28.3		0	0	0		0	65.3	34.7		
PHF	.829	.000	.848	.865	.000	.915	.892	.908	.000	.000	.000	.000	.000	.847	.831	.927	.937



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	19	0	169	188	0	361	136	497	0	0	0	0	0	176	110	286
+15 mins.	14	0	214	228	0	374	140	514	0	0	0	0	0	214	145	359
+30 mins.	14	0	176	190	0	391	158	549	0	0	0	0	0	250	125	375
+45 mins.	16	0	167	183	0	305	130	435	0	0	0	0	0	268	102	370
Total Volume	63	0	726	789	0	1431	564	1995	0	0	0	0	0	908	482	1390
% App. Total	8	0	92		0	71.7	28.3		0	0	0		0	65.3	34.7	
PHF	.829	.000	.848	.865	.000	.915	.892	.908	.000	.000	.000	.000	.000	.847	.831	.927

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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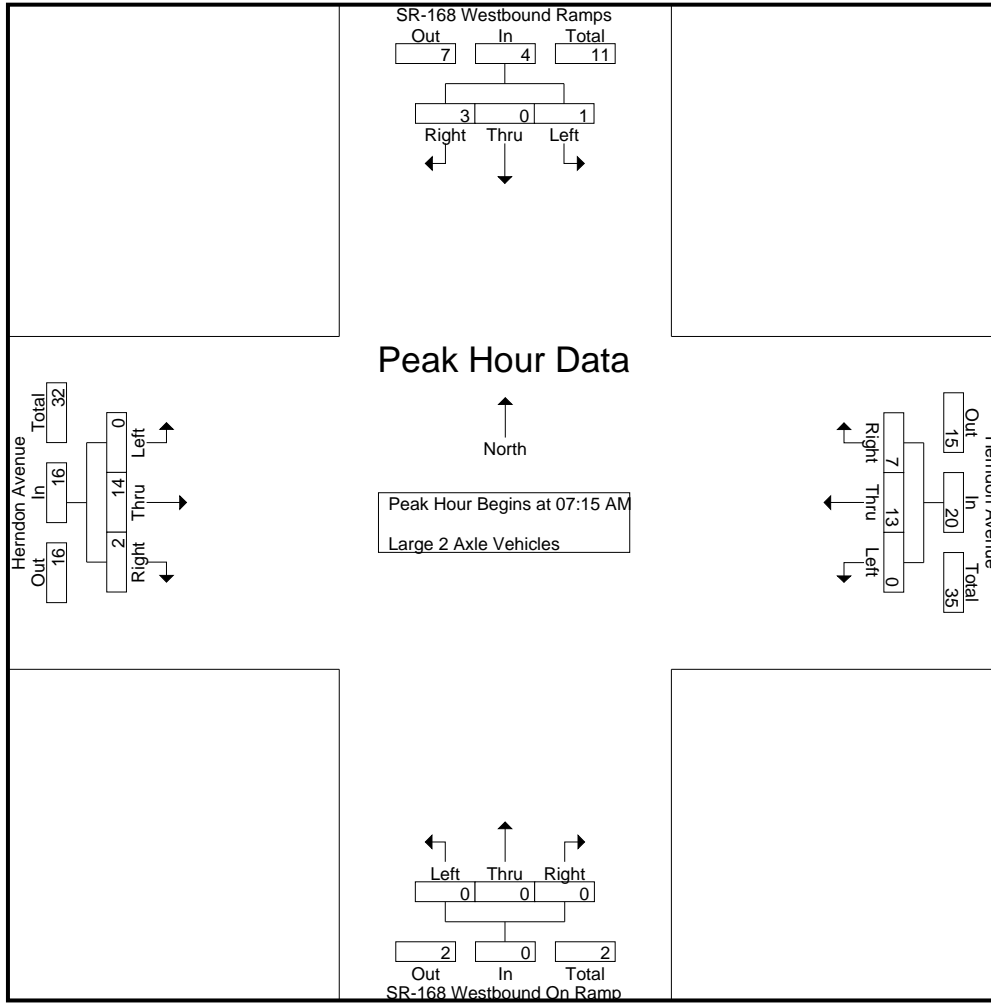
Groups Printed- Large 2 Axle Vehicles

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	1	2	3	7
07:15 AM	1	0	1	2	0	2	2	4	0	0	0	0	0	2	0	2	8
07:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	5	1	6	13
07:45 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	2	1	3	5
Total	1	0	4	5	0	10	4	14	0	0	0	0	0	10	4	14	33
08:00 AM	0	0	0	0	0	5	4	9	0	0	0	0	0	5	0	5	14
08:15 AM	0	0	2	2	0	5	2	7	0	0	0	0	0	6	7	13	22
08:30 AM	0	0	1	1	0	4	1	5	0	0	0	0	0	3	1	4	10
08:45 AM	0	0	1	1	0	4	3	7	0	0	0	0	0	5	1	6	14
Total	0	0	4	4	0	18	10	28	0	0	0	0	0	19	9	28	60
Grand Total	1	0	8	9	0	28	14	42	0	0	0	0	0	29	13	42	93
Apprch %	11.1	0	88.9		0	66.7	33.3		0	0	0		0	69	31		
Total %	1.1	0	8.6	9.7	0	30.1	15.1	45.2	0	0	0	0	0	31.2	14	45.2	

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	1	2	0	2	2	4	0	0	0	0	0	2	0	2	8
07:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	5	1	6	13
07:45 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	2	1	3	5
08:00 AM	0	0	0	0	0	5	4	9	0	0	0	0	0	5	0	5	14
Total Volume	1	0	3	4	0	13	7	20	0	0	0	0	0	14	2	16	40
% App. Total	25	0	75		0	65	35		0	0	0		0	87.5	12.5		
PHF	.250	.000	.750	.500	.000	.542	.438	.556	.000	.000	.000	.000	.000	.700	.500	.667	.714

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	1	2	0	2	2	4	0	0	0	0	0	2	0	2
+15 mins.	0	0	1	1	0	6	0	6	0	0	0	0	0	5	1	6
+30 mins.	0	0	1	1	0	0	1	1	0	0	0	0	0	2	1	3
+45 mins.	0	0	0	0	0	5	4	9	0	0	0	0	0	5	0	5
Total Volume	1	0	3	4	0	13	7	20	0	0	0	0	0	14	2	16
% App. Total	25	0	75		0	65	35		0	0	0		0	87.5	12.5	
PHF	.250	.000	.750	.500	.000	.542	.438	.556	.000	.000	.000	.000	.000	.700	.500	.667

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

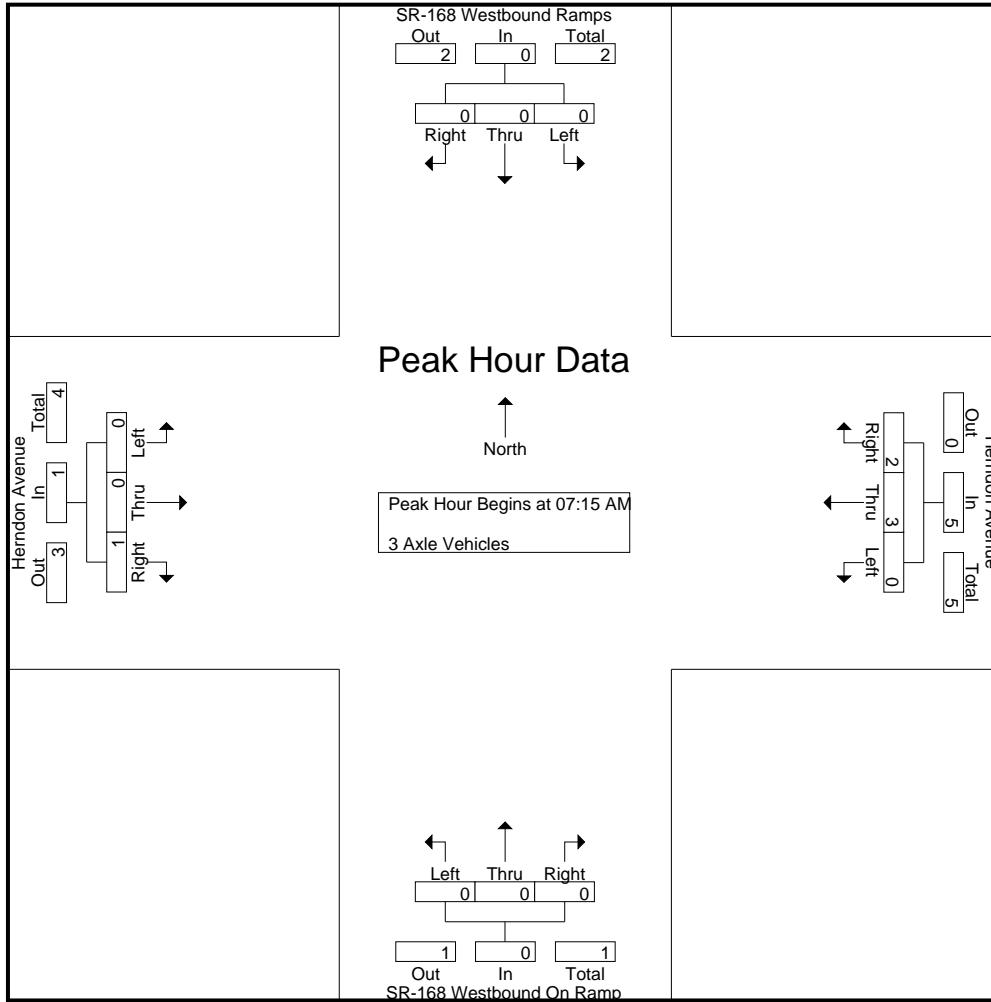
Groups Printed- 3 Axle Vehicles

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	3	2	5	0	0	0	0	0	1	2	3	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	6	2	8	0	0	0	0	0	1	2	3	11
Apprch %	0	0	0		0	75	25		0	0	0		0	33.3	66.7		
Total %	0	0	0		0	54.5	18.2	72.7	0	0	0		0	9.1	18.2	27.3	

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	2	5	0	0	0	0	0	0	1	1	6
% App. Total	0	0	0		0	60	40		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.750	.250	.417	.000	.000	.000	.000	.000	.000	.250	.250	.500

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern AMC
 Site Code : 00322473
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	2	5	0	0	0	0	0	0	1	1
% App. Total	0	0	0	0	0	60	40		0	0	0	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.750	.250	.417	.000	.000	.000	.000	.000	.000	.250	.250

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

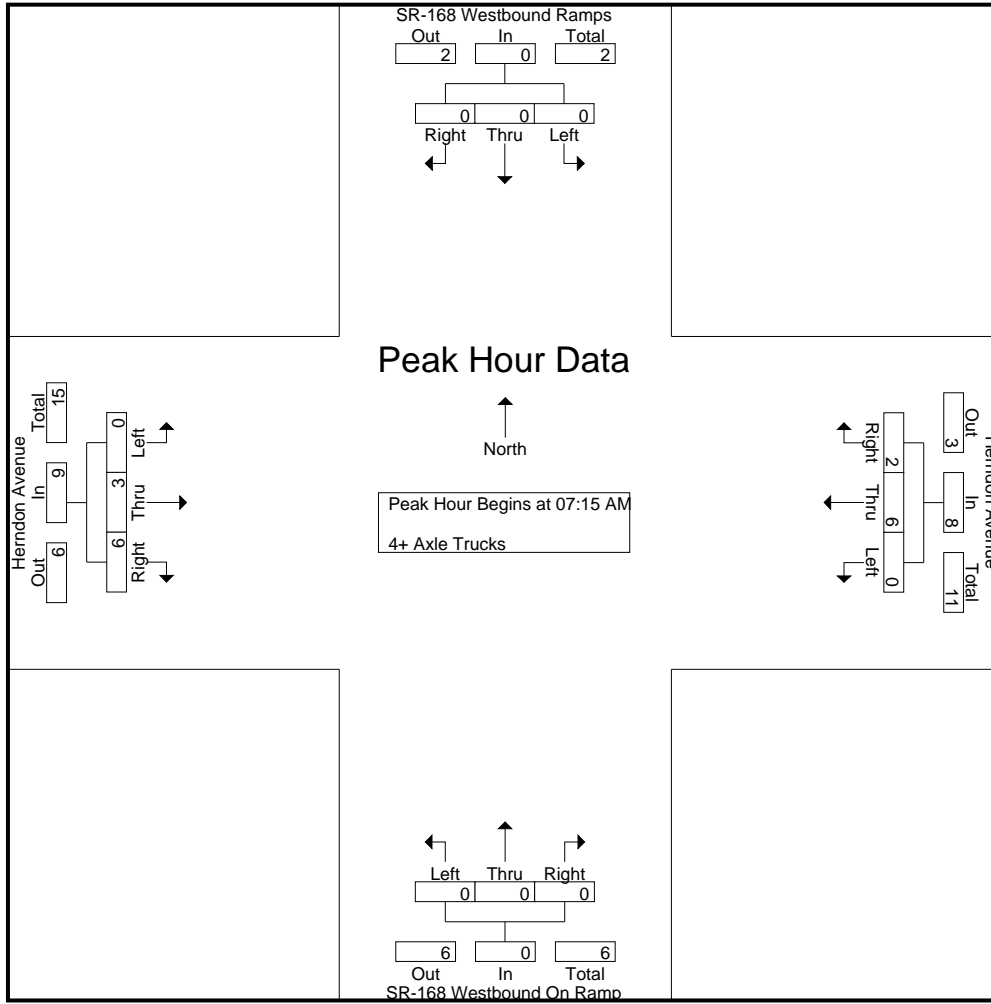
Groups Printed- 4+ Axle Trucks

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	1	2	8
07:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	5
Total	0	0	0	0	0	7	2	9	0	0	0	0	0	2	4	6	15
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	4	3	7	0	0	0	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	5	3	8	0	0	0	0	0	1	3	4	12
Grand Total	0	0	0	0	0	12	5	17	0	0	0	0	0	3	7	10	27
Apprch %	0	0	0		0	70.6	29.4		0	0	0		0	30	70		
Total %	0	0	0		0	44.4	18.5	63	0	0	0		0	11.1	25.9	37	

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	1	2	8
07:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Total Volume	0	0	0	0	0	6	2	8	0	0	0	0	0	3	6	9	17
% App. Total	0	0	0		0	75	25		0	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.250	.250	.333	.000	.000	.000	.000	.000	.750	.750	.750	.531

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	1	1	2
+30 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
Total Volume	0	0	0	0	0	6	2	8	0	0	0	0	0	3	6	9
% App. Total	0	0	0	0	0	75	25		0	0	0	0	0	33.3	66.7	
PHF	.000	.000	.000	.000	.000	.250	.250	.333	.000	.000	.000	.000	.000	.750	.750	.750

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern PMC
 Site Code : 00322473
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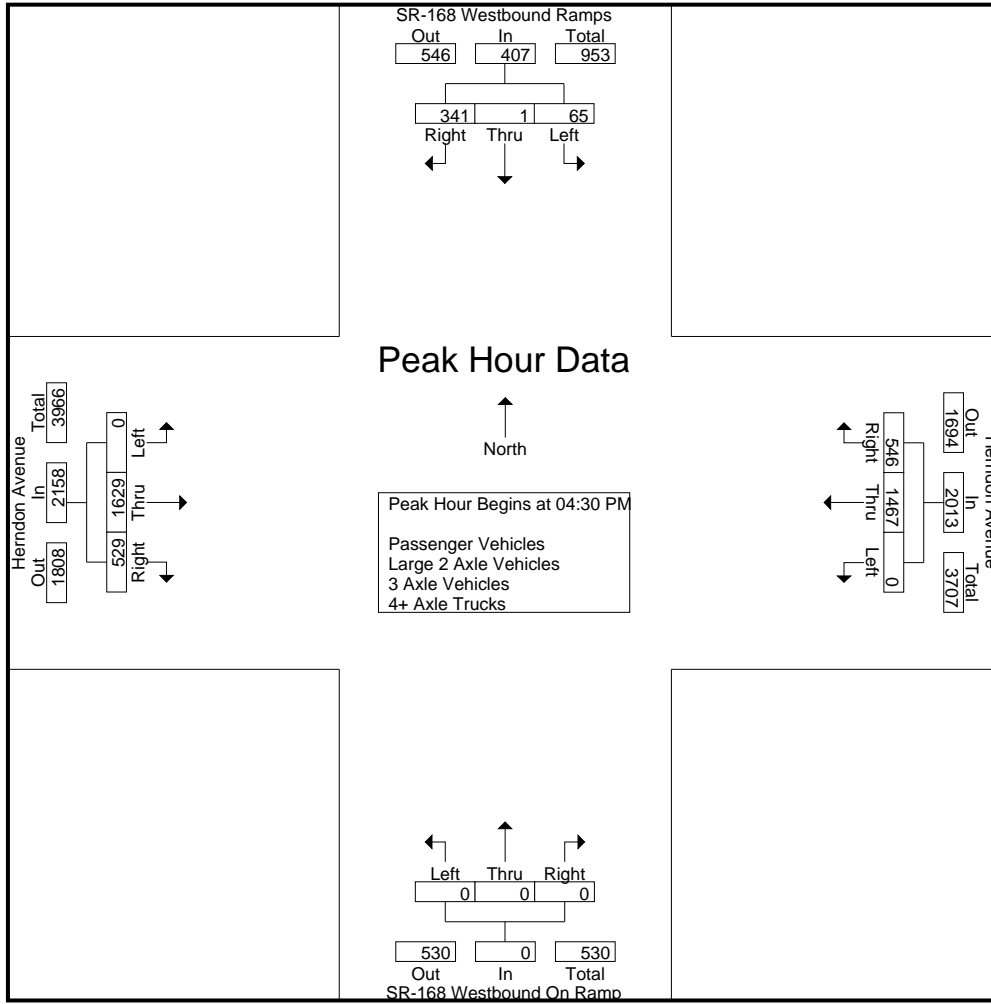
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	16	0	76	92	0	318	118	436	0	0	0	0	0	298	99	397	925
04:15 PM	22	0	89	111	0	358	119	477	0	0	0	0	0	421	128	549	1137
04:30 PM	15	1	82	98	0	374	137	511	0	0	0	0	0	407	135	542	1151
04:45 PM	17	0	90	107	0	359	124	483	0	0	0	0	0	414	122	536	1126
Total	70	1	337	408	0	1409	498	1907	0	0	0	0	0	1540	484	2024	4339
05:00 PM	15	0	87	102	0	356	144	500	0	0	0	0	0	399	150	549	1151
05:15 PM	18	0	82	100	0	378	141	519	0	0	0	0	0	409	122	531	1150
05:30 PM	22	0	77	99	0	325	114	439	0	0	0	0	0	407	116	523	1061
05:45 PM	16	0	73	89	0	297	125	422	0	0	0	0	0	349	95	444	955
Total	71	0	319	390	0	1356	524	1880	0	0	0	0	0	1564	483	2047	4317
Grand Total	141	1	656	798	0	2765	1022	3787	0	0	0	0	0	3104	967	4071	8656
Apprch %	17.7	0.1	82.2		0	73	27		0	0	0		0	76.2	23.8		
Total %	1.6	0	7.6	9.2	0	31.9	11.8	43.8	0	0	0	0	0	35.9	11.2	47	
Passenger Vehicles	141	1	651	793	0	2747	1007	3754	0	0	0	0	0	3091	955	4046	8593
% Passenger Vehicles	100	100	99.2	99.4	0	99.3	98.5	99.1	0	0	0	0	0	99.6	98.8	99.4	99.3
Large 2 Axle Vehicles	0	0	5	5	0	14	10	24	0	0	0	0	0	12	8	20	49
% Large 2 Axle Vehicles	0	0	0.8	0.6	0	0.5	1	0.6	0	0	0	0	0	0.4	0.8	0.5	0.6
3 Axle Vehicles	0	0	0	0	0	1	2	3	0	0	0	0	0	1	3	4	7
% 3 Axle Vehicles	0	0	0	0	0	0	0.2	0.1	0	0	0	0	0	0	0.3	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	3	3	6	0	0	0	0	0	0	1	1	7
% 4+ Axle Trucks	0	0	0	0	0	0.1	0.3	0.2	0	0	0	0	0	0	0.1	0	0.1

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	1	82	98	0	374	137	511	0	0	0	0	0	407	135	542	1151
04:45 PM	17	0	90	107	0	359	124	483	0	0	0	0	0	414	122	536	1126
05:00 PM	15	0	87	102	0	356	144	500	0	0	0	0	0	399	150	549	1151
05:15 PM	18	0	82	100	0	378	141	519	0	0	0	0	0	409	122	531	1150
Total Volume	65	1	341	407	0	1467	546	2013	0	0	0	0	0	1629	529	2158	4578
% App. Total	16	0.2	83.8		0	72.9	27.1		0	0	0		0	75.5	24.5		
PHF	.903	.250	.947	.951	.000	.970	.948	.970	.000	.000	.000	.000	.000	.984	.882	.983	.994

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	22	0	89	111	0	374	137	511	0	0	0	0	0	421	128	549
+15 mins.	15	1	82	98	0	359	124	483	0	0	0	0	0	407	135	542
+30 mins.	17	0	90	107	0	356	144	500	0	0	0	0	0	414	122	536
+45 mins.	15	0	87	102	0	378	141	519	0	0	0	0	0	399	150	549
Total Volume	69	1	348	418	0	1467	546	2013	0	0	0	0	0	1641	535	2176
% App. Total	16.5	0.2	83.3		0	72.9	27.1		0	0	0		0	75.4	24.6	
PHF	.784	.250	.967	.941	.000	.970	.948	.970	.000	.000	.000	.000	.000	.974	.892	.991

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
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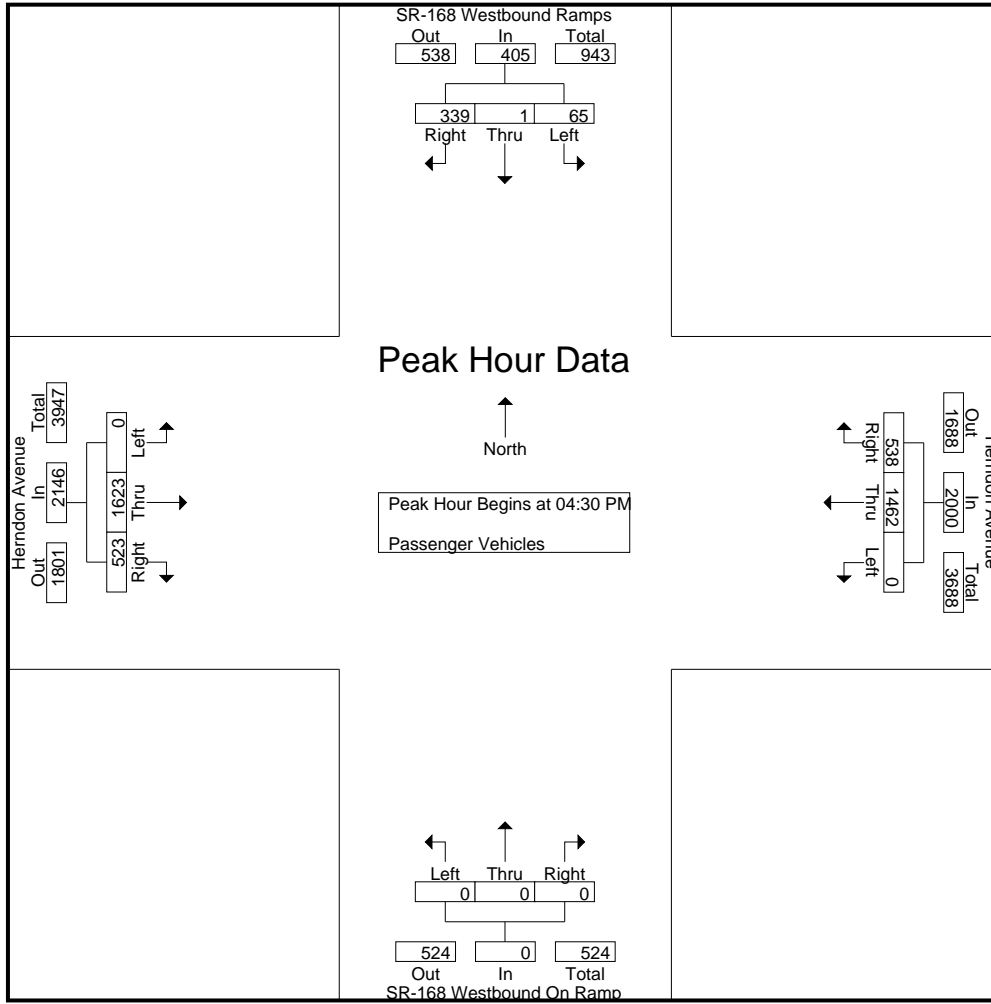
Groups Printed- Passenger Vehicles

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	16	0	75	91	0	316	115	431	0	0	0	0	0	296	96	392	914
04:15 PM	22	0	88	110	0	353	117	470	0	0	0	0	0	419	125	544	1124
04:30 PM	15	1	81	97	0	372	133	505	0	0	0	0	0	405	132	537	1139
04:45 PM	17	0	89	106	0	357	122	479	0	0	0	0	0	412	120	532	1117
Total	70	1	333	404	0	1398	487	1885	0	0	0	0	0	1532	473	2005	4294
05:00 PM	15	0	87	102	0	356	143	499	0	0	0	0	0	399	149	548	1149
05:15 PM	18	0	82	100	0	377	140	517	0	0	0	0	0	407	122	529	1146
05:30 PM	22	0	76	98	0	323	113	436	0	0	0	0	0	404	116	520	1054
05:45 PM	16	0	73	89	0	293	124	417	0	0	0	0	0	349	95	444	950
Total	71	0	318	389	0	1349	520	1869	0	0	0	0	0	1559	482	2041	4299
Grand Total	141	1	651	793	0	2747	1007	3754	0	0	0	0	0	3091	955	4046	8593
Apprch %	17.8	0.1	82.1		0	73.2	26.8		0	0	0		0	76.4	23.6		
Total %	1.6	0	7.6	9.2	0	32	11.7	43.7	0	0	0	0	0	36	11.1	47.1	

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	1	81	97	0	372	133	505	0	0	0	0	0	405	132	537	1139
04:45 PM	17	0	89	106	0	357	122	479	0	0	0	0	0	412	120	532	1117
05:00 PM	15	0	87	102	0	356	143	499	0	0	0	0	0	399	149	548	1149
05:15 PM	18	0	82	100	0	377	140	517	0	0	0	0	0	407	122	529	1146
Total Volume	65	1	339	405	0	1462	538	2000	0	0	0	0	0	1623	523	2146	4551
% App. Total	16	0.2	83.7		0	73.1	26.9		0	0	0		0	75.6	24.4		
PHF	.903	.250	.952	.955	.000	.969	.941	.967	.000	.000	.000	.000	.000	.985	.878	.979	.990

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern PMC
 Site Code : 00322473
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	15	1	81	97	0	372	133	505	0	0	0	0	0	405	132	537
+15 mins.	17	0	89	106	0	357	122	479	0	0	0	0	0	412	120	532
+30 mins.	15	0	87	102	0	356	143	499	0	0	0	0	0	399	149	548
+45 mins.	18	0	82	100	0	377	140	517	0	0	0	0	0	407	122	529
Total Volume	65	1	339	405	0	1462	538	2000	0	0	0	0	0	1623	523	2146
% App. Total	16	0.2	83.7		0	73.1	26.9		0	0	0		0	75.6	24.4	
PHF	.903	.250	.952	.955	.000	.969	.941	.967	.000	.000	.000	.000	.000	.985	.878	.979

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
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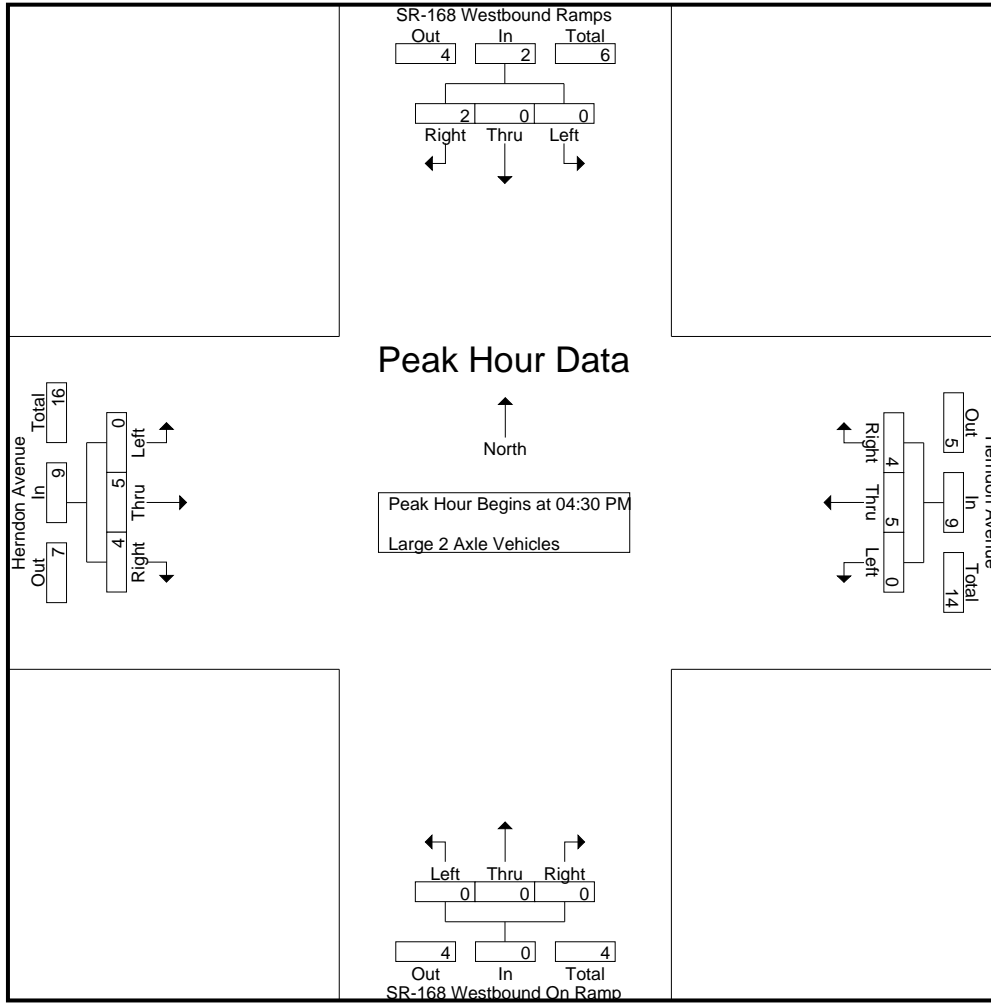
Groups Printed- Large 2 Axle Vehicles

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	2	2	4	0	0	0	0	0	2	2	4	9
04:15 PM	0	0	1	1	0	3	2	5	0	0	0	0	0	2	2	4	10
04:30 PM	0	0	1	1	0	2	2	4	0	0	0	0	0	2	1	3	8
04:45 PM	0	0	1	1	0	2	1	3	0	0	0	0	0	1	2	3	7
Total	0	0	4	4	0	9	7	16	0	0	0	0	0	7	7	14	34
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	3	0	3	6
05:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	4
Total	0	0	1	1	0	5	3	8	0	0	0	0	0	5	1	6	15
Grand Total	0	0	5	5	0	14	10	24	0	0	0	0	0	12	8	20	49
Apprch %	0	0	100		0	58.3	41.7		0	0	0		0	60	40		
Total %	0	0	10.2	10.2	0	28.6	20.4	49	0	0	0	0	0	24.5	16.3	40.8	

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	1	1	0	2	2	4	0	0	0	0	0	2	1	3	8
04:45 PM	0	0	1	1	0	2	1	3	0	0	0	0	0	1	2	3	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	2	2	0	5	4	9	0	0	0	0	0	5	4	9	20
% App. Total	0	0	100		0	55.6	44.4		0	0	0		0	55.6	44.4		
PHF	.000	.000	.500	.500	.000	.625	.500	.563	.000	.000	.000	.000	.000	.625	.500	.750	.625

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern PMC
 Site Code : 00322473
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	1	1	0	2	2	4	0	0	0	0	0	2	1	3
+15 mins.	0	0	1	1	0	2	1	3	0	0	0	0	0	1	2	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2
Total Volume	0	0	2	2	0	5	4	9	0	0	0	0	0	5	4	9
% App. Total	0	0	100		0	55.6	44.4		0	0	0		0	55.6	44.4	
PHF	.000	.000	.500	.500	.000	.625	.500	.563	.000	.000	.000	.000	.000	.625	.500	.750

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern PMC
 Site Code : 00322473
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 Page No : 1

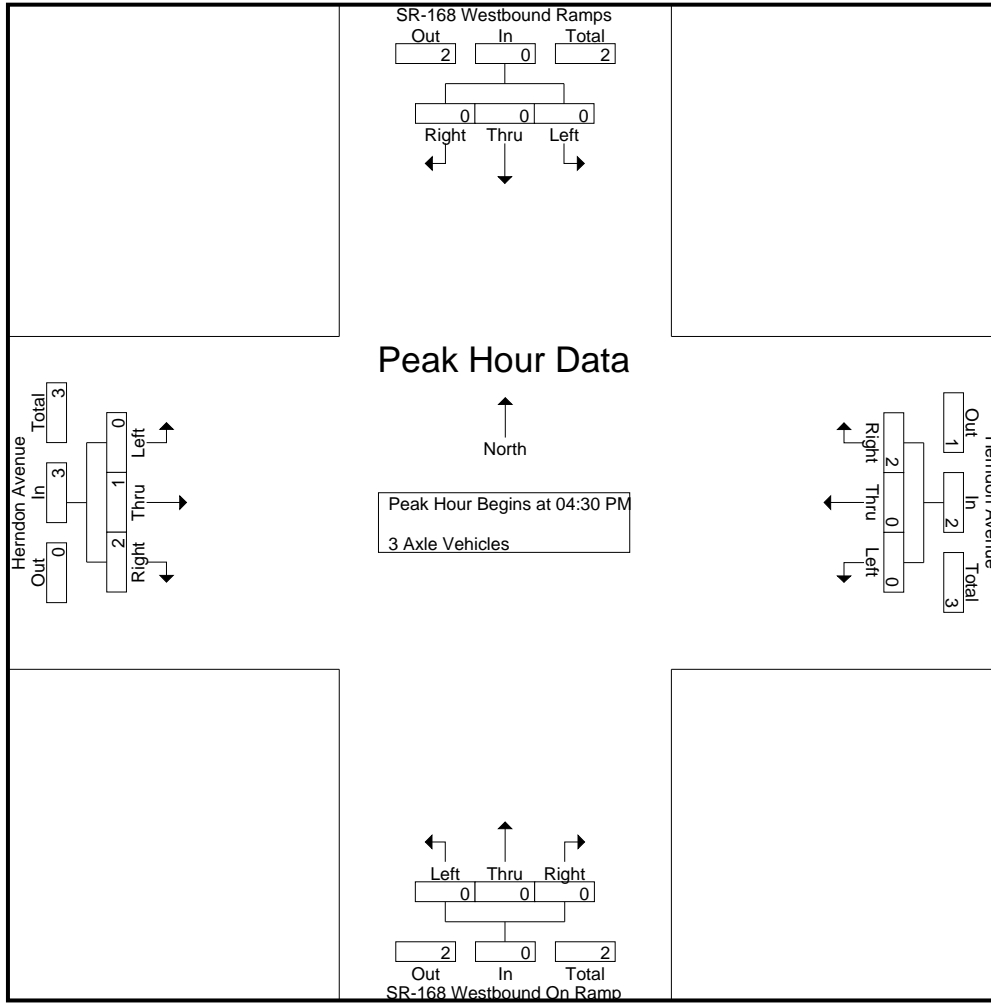
Groups Printed- 3 Axle Vehicles

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	2	3	0	0	0	0	0	1	3	4	7
Apprch %	0	0	0		0	33.3	66.7		0	0	0		0	25	75		
Total %	0	0	0	0	0	14.3	28.6	42.9	0	0	0	0	0	14.3	42.9	57.1	

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	5
% App. Total	0	0	0		0	0	100		0	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.250	.375	.313

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern PMC
 Site Code : 00322473
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3
% App. Total	0	0	0	0	0	0	100	100	0	0	0	0	0	33.3	66.7	100
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.250	.375

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	1	5
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	3	3	6	0	0	0	0	0	0	1	1	7
Apprch %	0	0	0		0	50	50		0	0	0		0	0	100		
Total %	0	0	0		0	42.9	42.9	85.7	0	0	0		0	0	14.3	14.3	

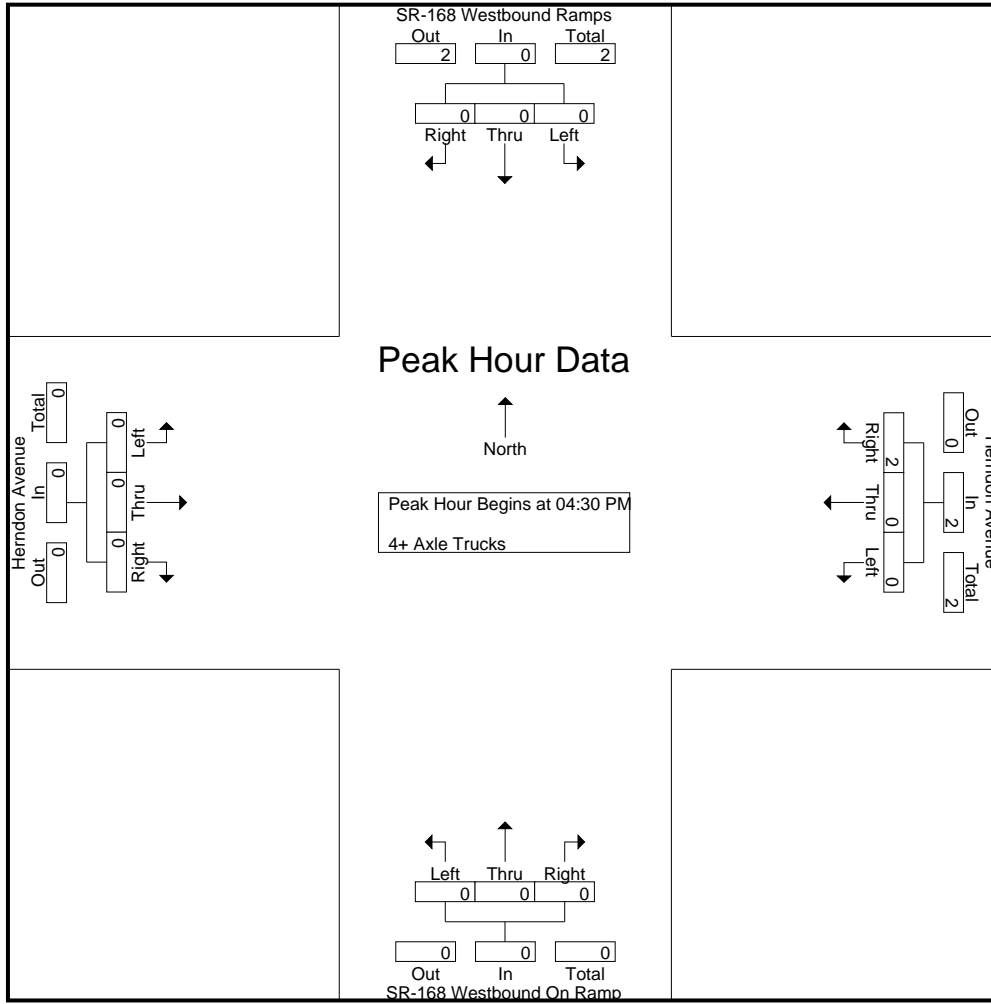
Start Time	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: SR-168 Westbound Ramps
 E/W: Herndon Avenue
 Weather: Clear

File Name : 12_CVS_168W_Hern PMC
 Site Code : 00322473
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	100		0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: SR-168 WB Ramps
 E/W: Herndon Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg SR-168 WB Ramps	East Leg Herndon Avenue	South Leg SR-168 WB Ramps	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg SR-168 WB Ramps	East Leg Herndon Avenue	South Leg SR-168 WB Ramps	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Clovis
 N/S: SR-168 WB Ramps
 E/W: Herndon Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound SR-168 WB Ramps			Westbound Herndon Avenue			Northbound SR-168 WB Ramps			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound SR-168 WB Ramps			Westbound Herndon Avenue			Northbound SR-168 WB Ramps			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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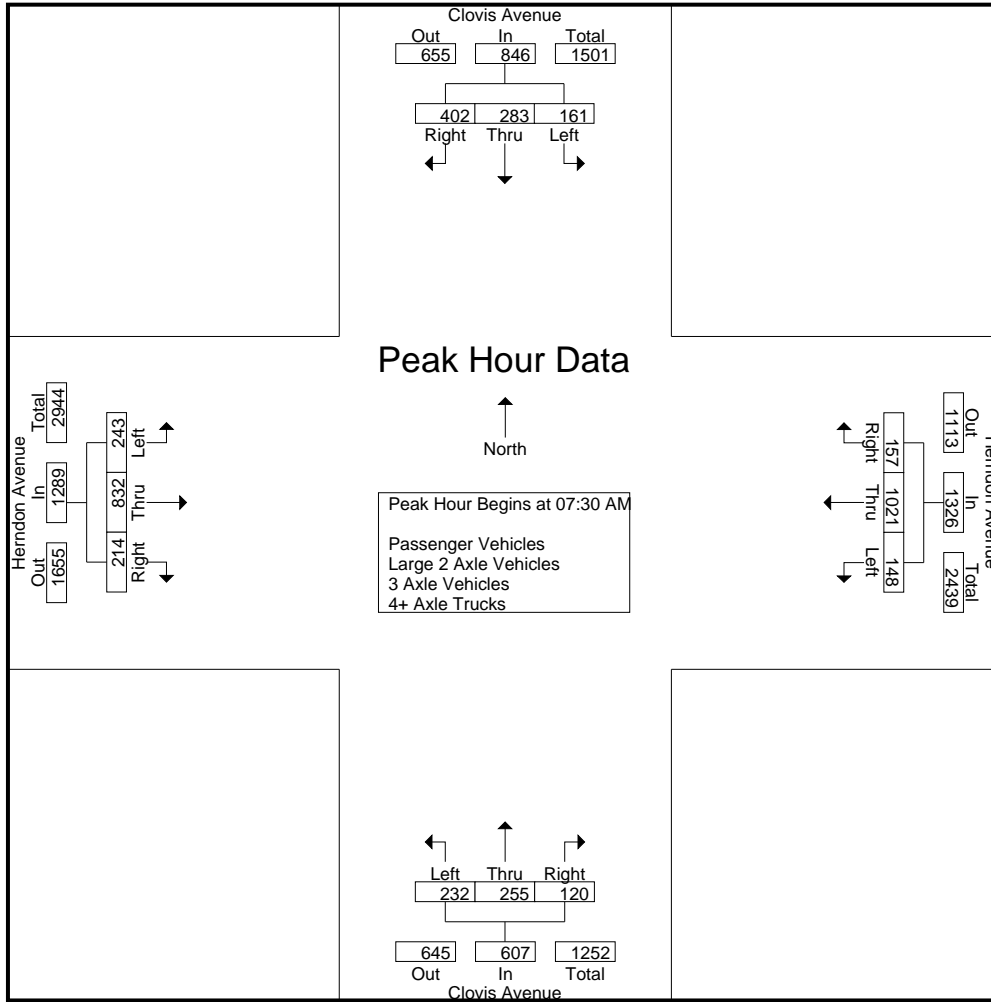
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	29	28	89	146	21	208	24	253	38	37	7	82	42	116	22	180	661
07:15 AM	37	36	81	154	21	270	39	330	54	61	24	139	53	130	51	234	857
07:30 AM	35	64	120	219	34	264	50	348	58	74	27	159	59	189	46	294	1020
07:45 AM	51	92	98	241	47	274	39	360	66	63	25	154	64	214	60	338	1093
Total	152	220	388	760	123	1016	152	1291	216	235	83	534	218	649	179	1046	3631
08:00 AM	41	61	89	191	34	237	32	303	53	64	39	156	62	249	57	368	1018
08:15 AM	34	66	95	195	33	246	36	315	55	54	29	138	58	180	51	289	937
08:30 AM	51	65	73	189	50	264	29	343	56	55	30	141	53	204	60	317	990
08:45 AM	51	76	64	191	62	202	28	292	54	46	38	138	72	182	66	320	941
Total	177	268	321	766	179	949	125	1253	218	219	136	573	245	815	234	1294	3886
Grand Total	329	488	709	1526	302	1965	277	2544	434	454	219	1107	463	1464	413	2340	7517
Apprch %	21.6	32	46.5		11.9	77.2	10.9		39.2	41	19.8		19.8	62.6	17.6		
Total %	4.4	6.5	9.4	20.3	4	26.1	3.7	33.8	5.8	6	2.9	14.7	6.2	19.5	5.5	31.1	
Passenger Vehicles	320	482	702	1504	297	1928	272	2497	431	440	213	1084	449	1429	398	2276	7361
% Passenger Vehicles	97.3	98.8	99	98.6	98.3	98.1	98.2	98.2	99.3	96.9	97.3	97.9	97	97.6	96.4	97.3	97.9
Large 2 Axle Vehicles	9	4	6	19	4	28	3	35	0	11	5	16	8	29	11	48	118
% Large 2 Axle Vehicles	2.7	0.8	0.8	1.2	1.3	1.4	1.1	1.4	0	2.4	2.3	1.4	1.7	2	2.7	2.1	1.6
3 Axle Vehicles	0	0	1	1	0	4	1	5	0	1	0	1	3	3	1	7	14
% 3 Axle Vehicles	0	0	0.1	0.1	0	0.2	0.4	0.2	0	0.2	0	0.1	0.6	0.2	0.2	0.3	0.2
4+ Axle Trucks	0	2	0	2	1	5	1	7	3	2	1	6	3	3	3	9	24
% 4+ Axle Trucks	0	0.4	0	0.1	0.3	0.3	0.4	0.3	0.7	0.4	0.5	0.5	0.6	0.2	0.7	0.4	0.3

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	35	64	120	219	34	264	50	348	58	74	27	159	59	189	46	294	1020
07:45 AM	51	92	98	241	47	274	39	360	66	63	25	154	64	214	60	338	1093
08:00 AM	41	61	89	191	34	237	32	303	53	64	39	156	62	249	57	368	1018
08:15 AM	34	66	95	195	33	246	36	315	55	54	29	138	58	180	51	289	937
Total Volume	161	283	402	846	148	1021	157	1326	232	255	120	607	243	832	214	1289	4068
% App. Total	19	33.5	47.5		11.2	77	11.8		38.2	42	19.8		18.9	64.5	16.6		
PHF	.789	.769	.838	.878	.787	.932	.785	.921	.879	.861	.769	.954	.949	.835	.892	.876	.930

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	35	64	120	219	21	270	39	330	54	61	24	139	64	214	60	338
+15 mins.	51	92	98	241	34	264	50	348	58	74	27	159	62	249	57	368
+30 mins.	41	61	89	191	47	274	39	360	66	63	25	154	58	180	51	289
+45 mins.	34	66	95	195	34	237	32	303	53	64	39	156	53	204	60	317
Total Volume	161	283	402	846	136	1045	160	1341	231	262	115	608	237	847	228	1312
% App. Total	19	33.5	47.5		10.1	77.9	11.9		38	43.1	18.9		18.1	64.6	17.4	
PHF	.789	.769	.838	.878	.723	.953	.800	.931	.875	.885	.737	.956	.926	.850	.950	.891

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

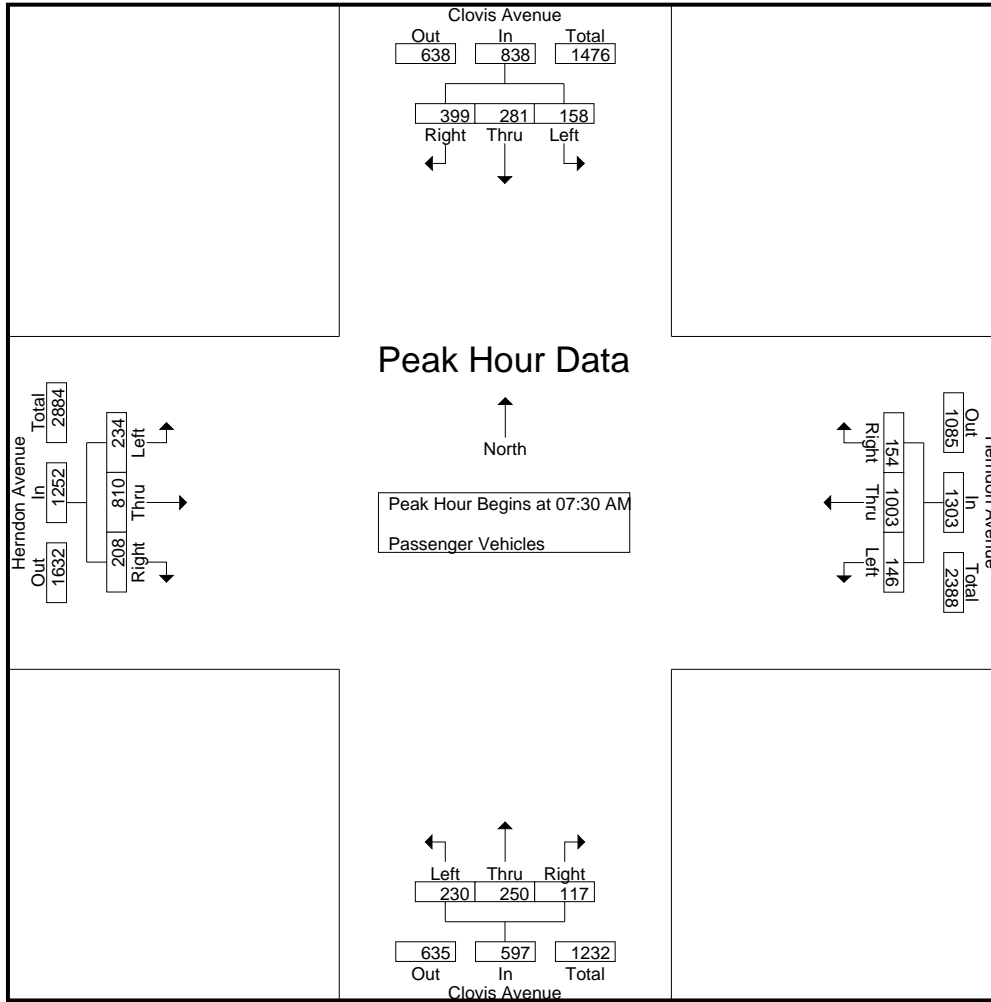
Groups Printed- Passenger Vehicles

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	28	28	89	145	20	204	23	247	38	34	7	79	41	113	20	174	645
07:15 AM	36	35	80	151	21	265	39	325	54	59	23	136	49	130	49	228	840
07:30 AM	33	64	120	217	33	259	49	341	58	74	26	158	54	185	45	284	1000
07:45 AM	51	92	97	240	47	271	39	357	64	60	25	149	63	209	59	331	1077
Total	148	219	386	753	121	999	150	1270	214	227	81	522	207	637	173	1017	3562
08:00 AM	40	59	88	187	33	231	31	295	53	64	38	155	61	240	54	355	992
08:15 AM	34	66	94	194	33	242	35	310	55	52	28	135	56	176	50	282	921
08:30 AM	48	63	73	184	49	257	28	334	55	54	30	139	53	198	59	310	967
08:45 AM	50	75	61	186	61	199	28	288	54	43	36	133	72	178	62	312	919
Total	172	263	316	751	176	929	122	1227	217	213	132	562	242	792	225	1259	3799
Grand Total	320	482	702	1504	297	1928	272	2497	431	440	213	1084	449	1429	398	2276	7361
Apprch %	21.3	32	46.7		11.9	77.2	10.9		39.8	40.6	19.6		19.7	62.8	17.5		
Total %	4.3	6.5	9.5	20.4	4	26.2	3.7	33.9	5.9	6	2.9	14.7	6.1	19.4	5.4	30.9	

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	33	64	120	217	33	259	49	341	58	74	26	158	54	185	45	284	1000
07:45 AM	51	92	97	240	47	271	39	357	64	60	25	149	63	209	59	331	1077
08:00 AM	40	59	88	187	33	231	31	295	53	64	38	155	61	240	54	355	992
08:15 AM	34	66	94	194	33	242	35	310	55	52	28	135	56	176	50	282	921
Total Volume	158	281	399	838	146	1003	154	1303	230	250	117	597	234	810	208	1252	3990
% App. Total	18.9	33.5	47.6		11.2	77	11.8		38.5	41.9	19.6		18.7	64.7	16.6		
PHF	.775	.764	.831	.873	.777	.925	.786	.912	.898	.845	.770	.945	.929	.844	.881	.882	.926

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	33	64	120	217	33	259	49	341	58	74	26	158	54	185	45	284
+15 mins.	51	92	97	240	47	271	39	357	64	60	25	149	63	209	59	331
+30 mins.	40	59	88	187	33	231	31	295	53	64	38	155	61	240	54	355
+45 mins.	34	66	94	194	33	242	35	310	55	52	28	135	56	176	50	282
Total Volume	158	281	399	838	146	1003	154	1303	230	250	117	597	234	810	208	1252
% App. Total	18.9	33.5	47.6		11.2	77	11.8		38.5	41.9	19.6		18.7	64.7	16.6	
PHF	.775	.764	.831	.873	.777	.925	.786	.912	.898	.845	.770	.945	.929	.844	.881	.882

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Groups Printed- Large 2 Axle Vehicles

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	1	3	1	5	0	2	0	2	0	2	0	2	10
07:15 AM	1	0	1	2	0	4	0	4	0	2	0	2	1	0	2	3	11
07:30 AM	2	0	0	2	1	4	0	5	0	0	1	1	4	4	1	9	17
07:45 AM	0	0	0	0	0	2	0	2	0	3	0	3	1	4	0	5	10
Total	4	0	1	5	2	13	1	16	0	7	1	8	6	10	3	19	48
08:00 AM	1	2	1	4	1	5	1	7	0	0	1	1	1	8	3	12	24
08:15 AM	0	0	1	1	0	4	0	4	0	2	1	3	1	3	1	5	13
08:30 AM	3	2	0	5	1	3	1	5	0	1	0	1	0	5	0	5	16
08:45 AM	1	0	3	4	0	3	0	3	0	1	2	3	0	3	4	7	17
Total	5	4	5	14	2	15	2	19	0	4	4	8	2	19	8	29	70
Grand Total	9	4	6	19	4	28	3	35	0	11	5	16	8	29	11	48	118
Apprch %	47.4	21.1	31.6		11.4	80	8.6		0	68.8	31.2		16.7	60.4	22.9		
Total %	7.6	3.4	5.1	16.1	3.4	23.7	2.5	29.7	0	9.3	4.2	13.6	6.8	24.6	9.3	40.7	

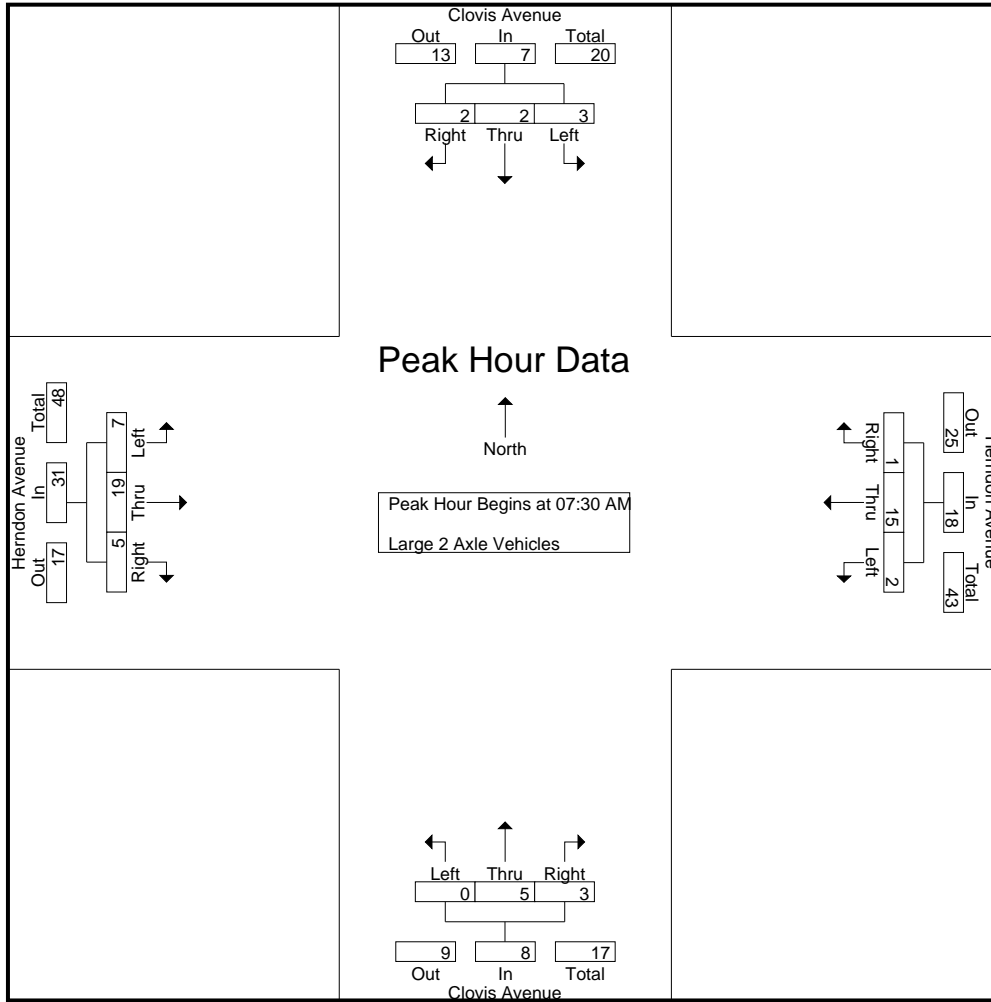
Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	2	0	0	2	1	4	0	5	0	0	1	1	4	4	1	9	17
07:45 AM	0	0	0	0	0	2	0	2	0	3	0	3	1	4	0	5	10
08:00 AM	1	2	1	4	1	5	1	7	0	0	1	1	1	8	3	12	24
08:15 AM	0	0	1	1	0	4	0	4	0	2	1	3	1	3	1	5	13
Total Volume	3	2	2	7	2	15	1	18	0	5	3	8	7	19	5	31	64
% App. Total	42.9	28.6	28.6		11.1	83.3	5.6		0	62.5	37.5		22.6	61.3	16.1		
PHF	.375	.250	.500	.438	.500	.750	.250	.643	.000	.417	.750	.667	.438	.594	.417	.646	.667

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	0	0	2	1	4	0	5	0	0	1	1	4	4	1	9
+15 mins.	0	0	0	0	0	2	0	2	0	3	0	3	1	4	0	5
+30 mins.	1	2	1	4	1	5	1	7	0	0	1	1	1	8	3	12
+45 mins.	0	0	1	1	0	4	0	4	0	2	1	3	1	3	1	5
Total Volume	3	2	2	7	2	15	1	18	0	5	3	8	7	19	5	31
% App. Total	42.9	28.6	28.6		11.1	83.3	5.6		0	62.5	37.5		22.6	61.3	16.1	
PHF	.375	.250	.500	.438	.500	.750	.250	.643	.000	.417	.750	.667	.438	.594	.417	.646

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	0	2	0	2	0	1	0	1	3	1	1	5	9
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
Grand Total	0	0	1	1	0	4	1	5	0	1	0	1	3	3	1	7	14
Apprch %	0	0	100		0	80	20		0	100	0		42.9	42.9	14.3		
Total %	0	0	7.1	7.1	0	28.6	7.1	35.7	0	7.1	0	7.1	21.4	21.4	7.1	50	

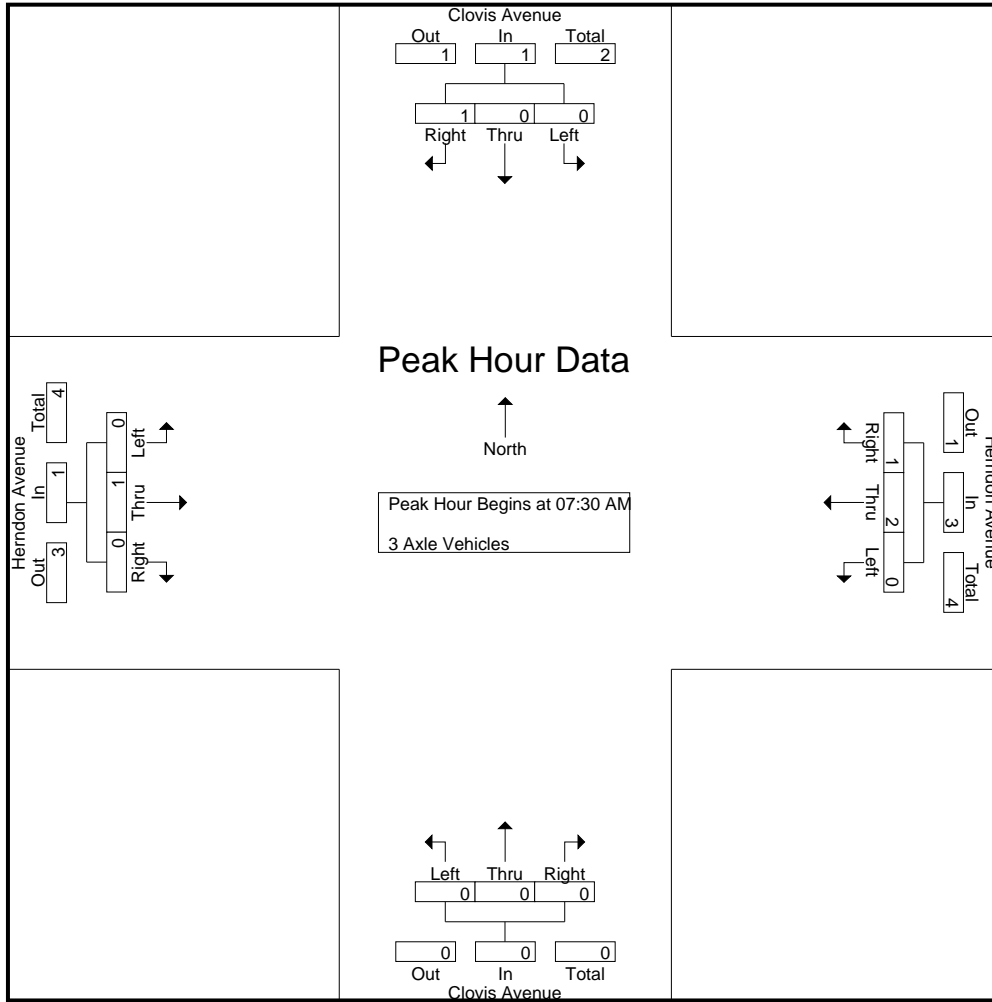
Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	2	1	3	0	0	0	0	0	1	0	1	5
% App. Total	0	0	100		0	66.7	33.3		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250	.417

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	1	3	0	0	0	0	0	1	0	1
% App. Total	0	0	100		0	66.7	33.3		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.500	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Groups Printed- 4+ Axle Trucks

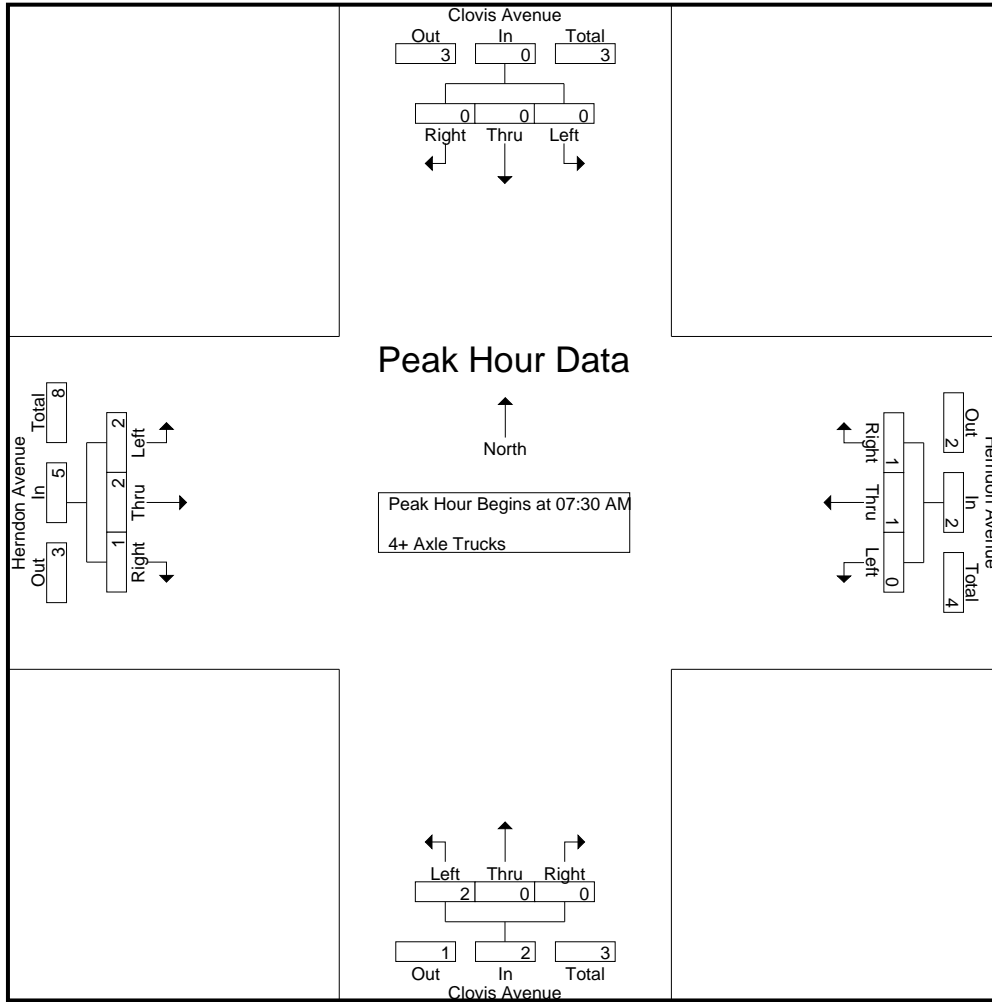
Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
07:15 AM	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
Total	0	1	0	1	0	2	1	3	2	0	1	3	2	1	2	5	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	1	1	5
08:45 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
Total	0	1	0	1	1	3	0	4	1	2	0	3	1	2	1	4	12
Grand Total	0	2	0	2	1	5	1	7	3	2	1	6	3	3	3	9	24
Apprch %	0	100	0		14.3	71.4	14.3		50	33.3	16.7		33.3	33.3	33.3		
Total %	0	8.3	0	8.3	4.2	20.8	4.2	29.2	12.5	8.3	4.2	25	12.5	12.5	12.5	37.5	

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	0	0	0	0	0	1	1	2	2	0	0	2	2	2	1	5	9
% App. Total	0	0	0		0	50	50		100	0	0		40	40	20		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.250	.000	.000	.250	.500	.500	.250	.625	.750

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Total Volume	0	0	0	0	0	1	1	2	2	0	0	2	2	2	1	5
% App. Total	0	0	0	0	0	50	50	100	100	0	0	100	40	40	20	100
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.250	.000	.000	.250	.500	.500	.250	.625

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
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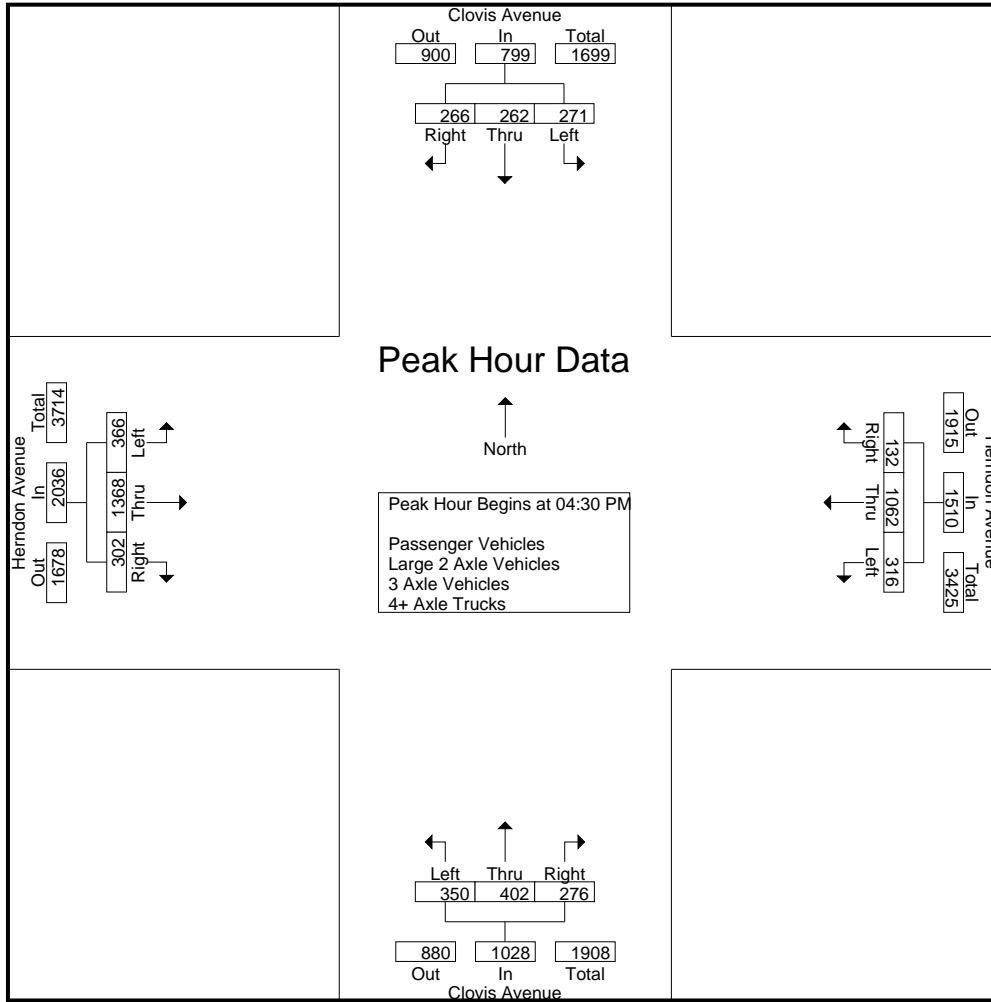
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	46	51	59	156	57	246	32	335	74	99	68	241	62	257	73	392	1124
04:15 PM	56	49	56	161	63	251	38	352	103	110	67	280	110	353	81	544	1337
04:30 PM	71	57	71	199	71	270	24	365	84	71	68	223	81	338	77	496	1283
04:45 PM	52	65	62	179	77	253	40	370	79	88	79	246	90	351	90	531	1326
Total	225	222	248	695	268	1020	134	1422	340	368	282	990	343	1299	321	1963	5070
05:00 PM	63	58	69	190	90	288	37	415	89	125	73	287	94	344	70	508	1400
05:15 PM	85	82	64	231	78	251	31	360	98	118	56	272	101	335	65	501	1364
05:30 PM	76	70	57	203	57	231	35	323	91	87	60	238	90	316	94	500	1264
05:45 PM	48	64	56	168	79	216	34	329	95	94	61	250	76	306	70	452	1199
Total	272	274	246	792	304	986	137	1427	373	424	250	1047	361	1301	299	1961	5227
Grand Total	497	496	494	1487	572	2006	271	2849	713	792	532	2037	704	2600	620	3924	10297
Apprch %	33.4	33.4	33.2		20.1	70.4	9.5		35	38.9	26.1		17.9	66.3	15.8		
Total %	4.8	4.8	4.8	14.4	5.6	19.5	2.6	27.7	6.9	7.7	5.2	19.8	6.8	25.3	6	38.1	
Passenger Vehicles	490	492	489	1471	566	1993	270	2829	710	789	532	2031	695	2579	617	3891	10222
% Passenger Vehicles	98.6	99.2	99	98.9	99	99.4	99.6	99.3	99.6	99.6	100	99.7	98.7	99.2	99.5	99.2	99.3
Large 2 Axle Vehicles	6	4	5	15	5	9	1	15	1	3	0	4	9	17	2	28	62
% Large 2 Axle Vehicles	1.2	0.8	1	1	0.9	0.4	0.4	0.5	0.1	0.4	0	0.2	1.3	0.7	0.3	0.7	0.6
3 Axle Vehicles	1	0	0	1	0	2	0	2	1	0	0	1	0	2	0	2	6
% 3 Axle Vehicles	0.2	0	0	0.1	0	0.1	0	0.1	0.1	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	1	2	0	3	1	0	0	1	0	2	1	3	7
% 4+ Axle Trucks	0	0	0	0	0.2	0.1	0	0.1	0.1	0	0	0	0	0.1	0.2	0.1	0.1

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	71	57	71	199	71	270	24	365	84	71	68	223	81	338	77	496	1283
04:45 PM	52	65	62	179	77	253	40	370	79	88	79	246	90	351	90	531	1326
05:00 PM	63	58	69	190	90	288	37	415	89	125	73	287	94	344	70	508	1400
05:15 PM	85	82	64	231	78	251	31	360	98	118	56	272	101	335	65	501	1364
Total Volume	271	262	266	799	316	1062	132	1510	350	402	276	1028	366	1368	302	2036	5373
% App. Total	33.9	32.8	33.3		20.9	70.3	8.7		34	39.1	26.8		18	67.2	14.8		
PHF	.797	.799	.937	.865	.878	.922	.825	.910	.893	.804	.873	.895	.906	.974	.839	.959	.959

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	52	65	62	179	71	270	24	365	89	125	73	287	110	353	81	544
+15 mins.	63	58	69	190	77	253	40	370	98	118	56	272	81	338	77	496
+30 mins.	85	82	64	231	90	288	37	415	91	87	60	238	90	351	90	531
+45 mins.	76	70	57	203	78	251	31	360	95	94	61	250	94	344	70	508
Total Volume	276	275	252	803	316	1062	132	1510	373	424	250	1047	375	1386	318	2079
% App. Total	34.4	34.2	31.4		20.9	70.3	8.7		35.6	40.5	23.9		18	66.7	15.3	
PHF	.812	.838	.913	.869	.878	.922	.825	.910	.952	.848	.856	.912	.852	.982	.883	.955

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

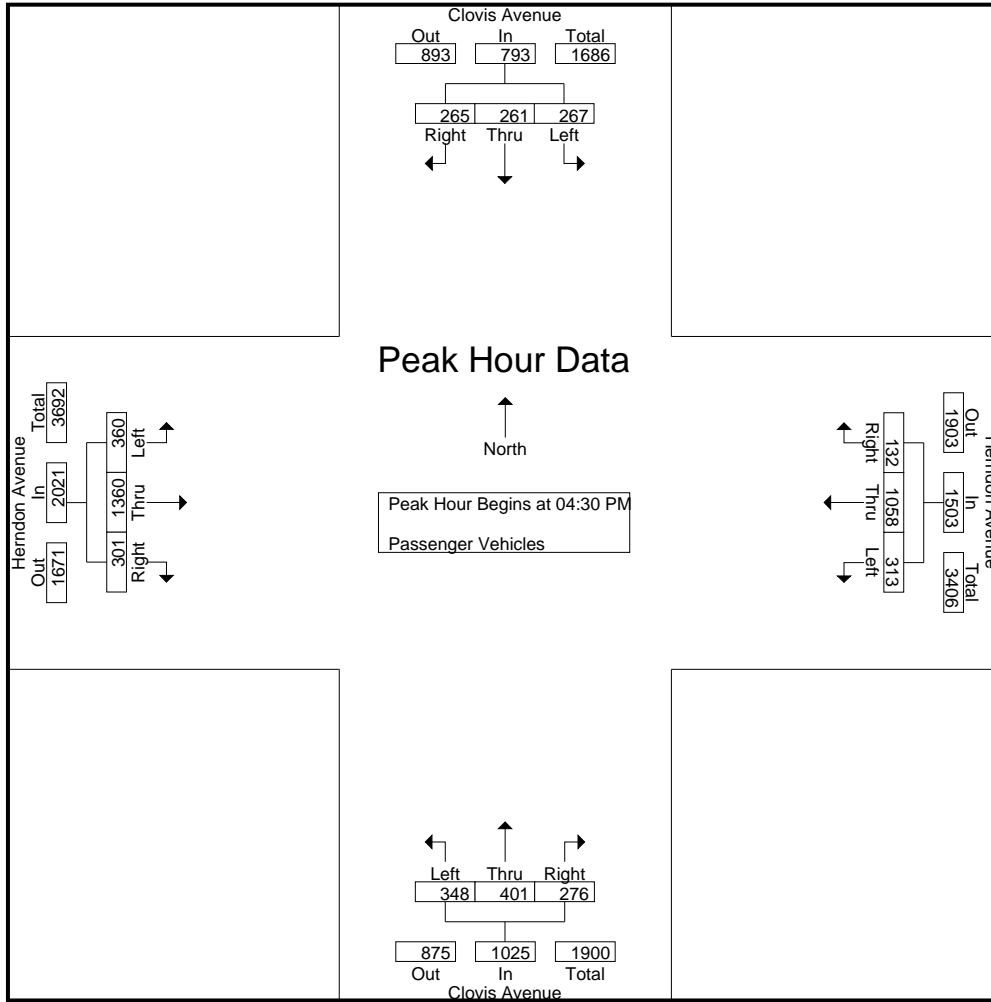
Groups Printed- Passenger Vehicles

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	45	51	57	153	56	244	32	332	74	98	68	240	61	251	72	384	1109
04:15 PM	55	48	55	158	62	248	38	348	102	110	67	279	108	350	80	538	1323
04:30 PM	69	57	71	197	69	269	24	362	83	70	68	221	79	335	77	491	1271
04:45 PM	51	65	62	178	77	252	40	369	78	88	79	245	89	349	90	528	1320
Total	220	221	245	686	264	1013	134	1411	337	366	282	985	337	1285	319	1941	5023
05:00 PM	62	57	68	187	89	287	37	413	89	125	73	287	94	342	69	505	1392
05:15 PM	85	82	64	231	78	250	31	359	98	118	56	272	98	334	65	497	1359
05:30 PM	75	69	56	200	56	230	34	320	91	86	60	237	90	315	94	499	1256
05:45 PM	48	63	56	167	79	213	34	326	95	94	61	250	76	303	70	449	1192
Total	270	271	244	785	302	980	136	1418	373	423	250	1046	358	1294	298	1950	5199
Grand Total	490	492	489	1471	566	1993	270	2829	710	789	532	2031	695	2579	617	3891	10222
Apprch %	33.3	33.4	33.2		20	70.4	9.5		35	38.8	26.2		17.9	66.3	15.9		
Total %	4.8	4.8	4.8	14.4	5.5	19.5	2.6	27.7	6.9	7.7	5.2	19.9	6.8	25.2	6	38.1	

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	69	57	71	197	69	269	24	362	83	70	68	221	79	335	77	491	1271
04:45 PM	51	65	62	178	77	252	40	369	78	88	79	245	89	349	90	528	1320
05:00 PM	62	57	68	187	89	287	37	413	89	125	73	287	94	342	69	505	1392
05:15 PM	85	82	64	231	78	250	31	359	98	118	56	272	98	334	65	497	1359
Total Volume	267	261	265	793	313	1058	132	1503	348	401	276	1025	360	1360	301	2021	5342
% App. Total	33.7	32.9	33.4		20.8	70.4	8.8		34	39.1	26.9		17.8	67.3	14.9		
PHF	.785	.796	.933	.858	.879	.922	.825	.910	.888	.802	.873	.893	.918	.974	.836	.957	.959

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	69	57	71	197	69	269	24	362	83	70	68	221	79	335	77	491
+15 mins.	51	65	62	178	77	252	40	369	78	88	79	245	89	349	90	528
+30 mins.	62	57	68	187	89	287	37	413	89	125	73	287	94	342	69	505
+45 mins.	85	82	64	231	78	250	31	359	98	118	56	272	98	334	65	497
Total Volume	267	261	265	793	313	1058	132	1503	348	401	276	1025	360	1360	301	2021
% App. Total	33.7	32.9	33.4		20.8	70.4	8.8		34	39.1	26.9		17.8	67.3	14.9	
PHF	.785	.796	.933	.858	.879	.922	.825	.910	.888	.802	.873	.893	.918	.974	.836	.957

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	2	3	1	1	0	2	0	1	0	1	1	5	0	6	12
04:15 PM	0	1	1	2	1	3	0	4	1	0	0	1	2	3	1	6	13
04:30 PM	2	0	0	2	1	0	0	1	0	1	0	1	2	1	0	3	7
04:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	1	2	0	3	5
Total	4	1	3	8	3	5	0	8	1	2	0	3	6	11	1	18	37
05:00 PM	1	1	1	3	1	0	0	1	0	0	0	0	0	1	1	2	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4	5
05:30 PM	1	1	1	3	1	0	1	2	0	1	0	1	0	1	0	1	7
05:45 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
Total	2	3	2	7	2	4	1	7	0	1	0	1	3	6	1	10	25
Grand Total	6	4	5	15	5	9	1	15	1	3	0	4	9	17	2	28	62
Apprch %	40	26.7	33.3		33.3	60	6.7		25	75	0		32.1	60.7	7.1		
Total %	9.7	6.5	8.1	24.2	8.1	14.5	1.6	24.2	1.6	4.8	0	6.5	14.5	27.4	3.2	45.2	

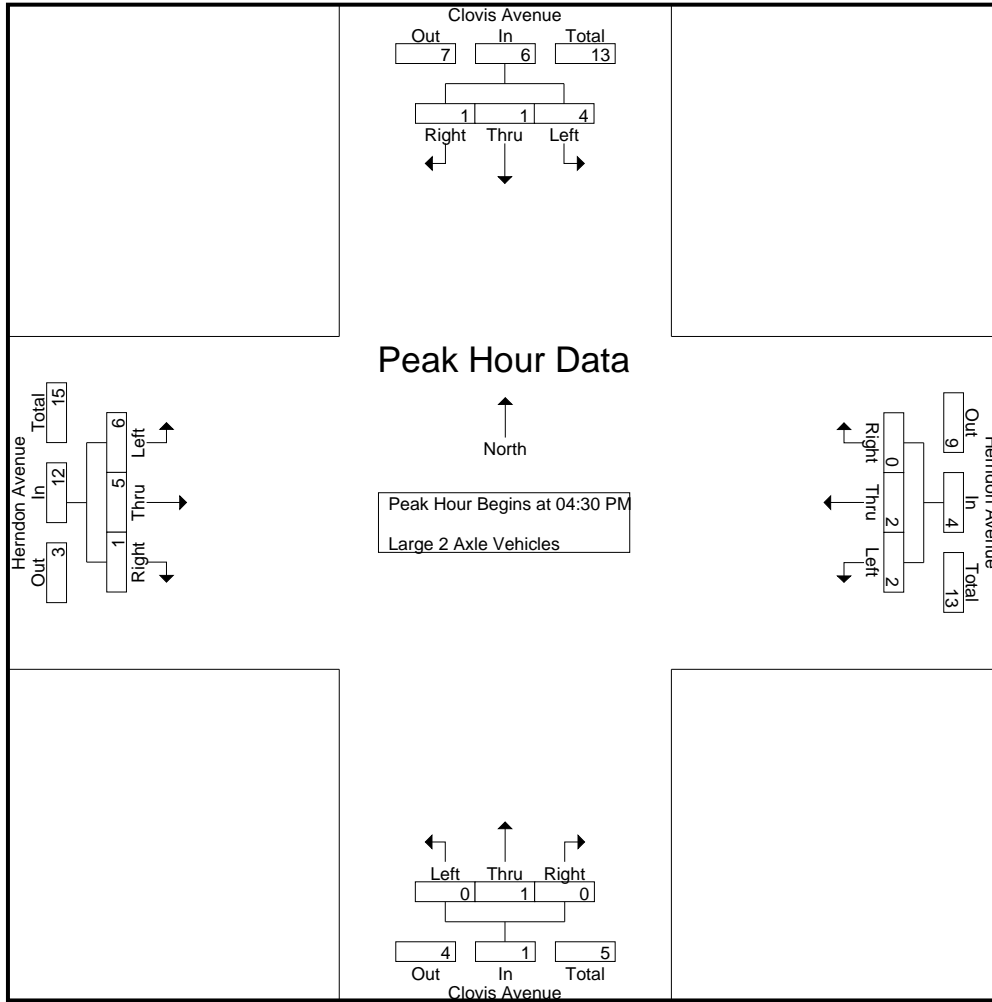
Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	2	0	0	2	1	0	0	1	0	1	0	1	2	1	0	3	7
04:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	1	2	0	3	5
05:00 PM	1	1	1	3	1	0	0	1	0	0	0	0	0	1	1	2	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4	5
Total Volume	4	1	1	6	2	2	0	4	0	1	0	1	6	5	1	12	23
% App. Total	66.7	16.7	16.7		50	50	0		0	100	0		50	41.7	8.3		
PHF	.500	.250	.250	.500	.500	.500	.000	1.00	.000	.250	.000	.250	.500	.625	.250	.750	.821

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	0	0	2	1	0	0	1	0	1	0	1	2	1	0	3
+15 mins.	1	0	0	1	0	1	0	1	0	0	0	0	1	2	0	3
+30 mins.	1	1	1	3	1	0	0	1	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4
Total Volume	4	1	1	6	2	2	0	4	0	1	0	1	6	5	1	12
% App. Total	66.7	16.7	16.7		50	50	0		0	100	0		50	41.7	8.3	
PHF	.500	.250	.250	.500	.500	.500	.000	1.000	.000	.250	.000	.250	.500	.625	.250	.750

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	1	0	0	1	0	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	2	0	2	1	0	0	1	0	2	0	2	6
Apprch %	100	0	0		0	100	0		100	0	0		0	100	0		
Total %	16.7	0	0	16.7	0	33.3	0	33.3	16.7	0	0	16.7	0	33.3	0	33.3	

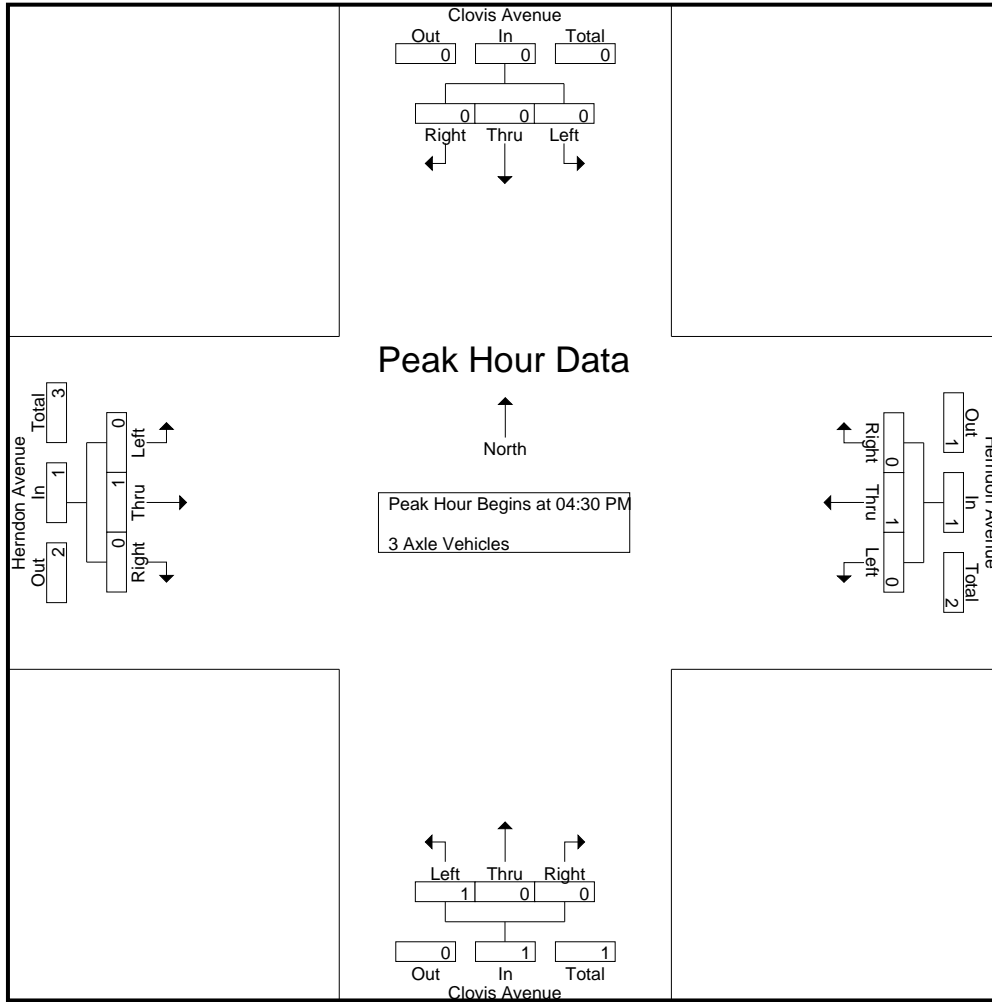
Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.250

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

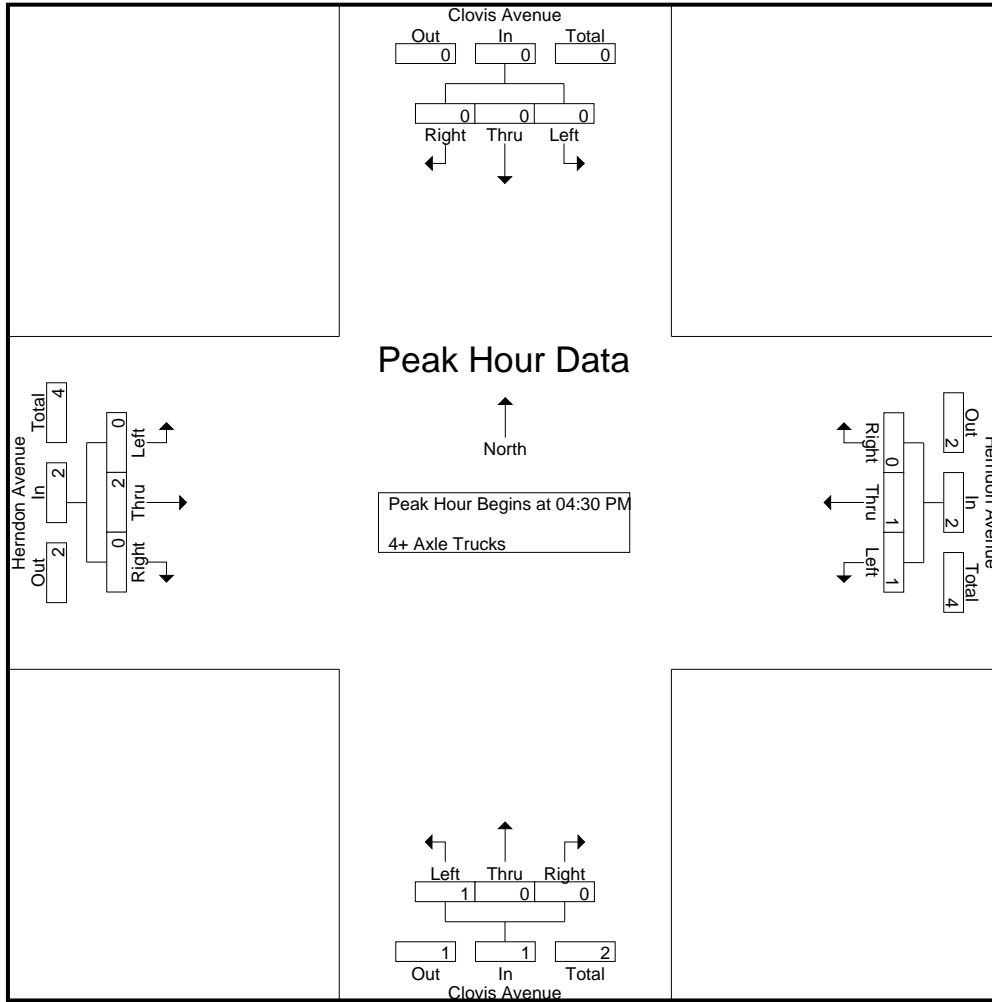
Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	1	0	0	1	0	1	1	2	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	1	2	0	3	1	0	0	1	0	2	1	3	7
Apprch %	0	0	0		33.3	66.7	0		100	0	0		0	66.7	33.3		
Total %	0	0	0		14.3	28.6	0	42.9	14.3	0	0	14.3	0	28.6	14.3	42.9	

Start Time	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	1	0	0	1	0	2	0	2	5
% App. Total	0	0	0		50	50	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500	.625

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue
 Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	1	0	0	1	0	2	0	2
% App. Total	0	0	0	0	50	50	0	100	100	0	0	250	0	100	0	500
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500

Location: Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Herndon Avenue	South Leg Clovis Avenue	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	2	0	0	2

	North Leg Clovis Avenue	East Leg Herndon Avenue	South Leg Clovis Avenue	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	4	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	1	1	0	0	2
5:15 PM	0	1	0	0	1
5:30 PM	0	2	0	0	2
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	1	9	0	0	10

Location: Clovis
 N/S: Clovis Avenue
 E/W: Herndon Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Herndon Avenue			Northbound Clovis Avenue			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	2	0	0	0	0	3

	Southbound Clovis Avenue			Westbound Herndon Avenue			Northbound Clovis Avenue			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	1	0	0	0	3	0	0	0	0	7

City of Clovis
 N/S: Baron Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 15_CVS_Baron_Behymer AM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Total Volume

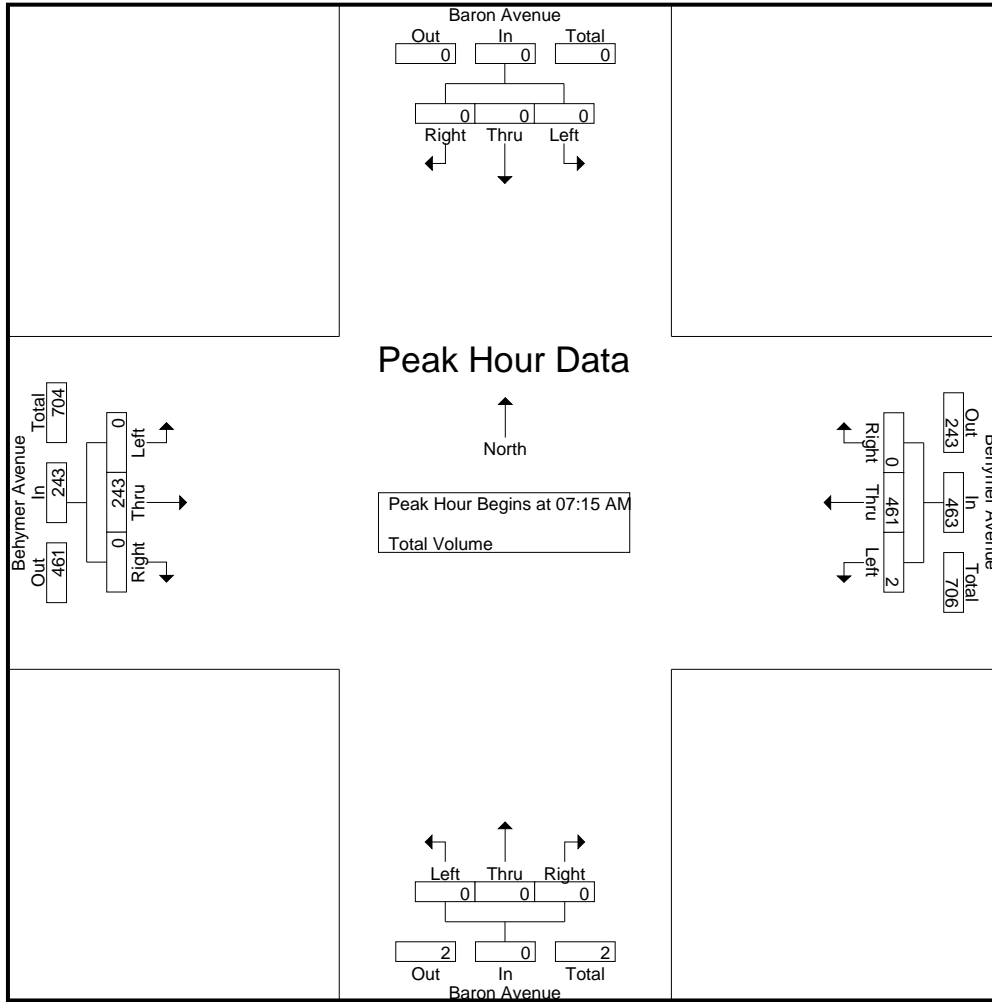
Start Time	Baron Avenue Southbound				Behymer Avenue Westbound				Baron Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	55	0	55	0	0	0	0	0	34	0	34	89
07:15 AM	0	0	0	0	0	114	0	114	0	0	0	0	0	29	0	29	143
07:30 AM	0	0	0	0	1	147	0	148	0	0	0	0	0	51	0	51	199
07:45 AM	0	0	0	0	0	121	0	121	0	0	0	0	0	86	0	86	207
Total	0	0	0	0	1	437	0	438	0	0	0	0	0	200	0	200	638
08:00 AM	0	0	0	0	1	79	0	80	0	0	0	0	0	77	0	77	157
08:15 AM	0	0	0	0	0	50	0	50	0	0	1	1	0	55	0	55	106
08:30 AM	0	0	0	0	0	46	0	46	0	0	0	0	0	22	0	22	68
08:45 AM	0	0	0	0	1	34	0	35	0	0	0	0	0	23	0	23	58
Total	0	0	0	0	2	209	0	211	0	0	1	1	0	177	0	177	389
Grand Total	0	0	0	0	3	646	0	649	0	0	1	1	0	377	0	377	1027
Apprch %	0	0	0	0	0.5	99.5	0	64.9	0	0	100	0.1	0	100	0	36.7	
Total %	0	0	0	0	0.3	62.9	0	63.2	0	0	0.1	0.1	0	36.7	0	36.7	

Start Time	Baron Avenue Southbound				Behymer Avenue Westbound				Baron Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	114	0	114	0	0	0	0	0	29	0	29	143
07:30 AM	0	0	0	0	1	147	0	148	0	0	0	0	0	51	0	51	199
07:45 AM	0	0	0	0	0	121	0	121	0	0	0	0	0	86	0	86	207
08:00 AM	0	0	0	0	1	79	0	80	0	0	0	0	0	77	0	77	157
Total Volume	0	0	0	0	2	461	0	463	0	0	0	0	0	243	0	243	706
% App. Total	0	0	0	0	0.4	99.6	0	78.2	0	0	0	0.000	0	100	0	36.7	
PHF	.000	.000	.000	.000	.500	.784	.000	.782	.000	.000	.000	.000	.000	.706	.000	.706	.853

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Baron Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 15_CVS_Baron_Behymer AM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	114	0	114	0	0	0	0	0	51	0	51
+15 mins.	0	0	0	0	1	147	0	148	0	0	0	0	0	86	0	86
+30 mins.	0	0	0	0	0	121	0	121	0	0	0	0	0	77	0	77
+45 mins.	0	0	0	0	1	79	0	80	0	0	1	1	0	55	0	55
Total Volume	0	0	0	0	2	461	0	463	0	0	1	1	0	269	0	269
% App. Total	0	0	0	0	0.4	99.6	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.500	.784	.000	.782	.000	.000	.250	.250	.000	.782	.000	.782

City of Clovis
 N/S: Baron Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 15_CVS_Baron_Behymer PM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Total Volume

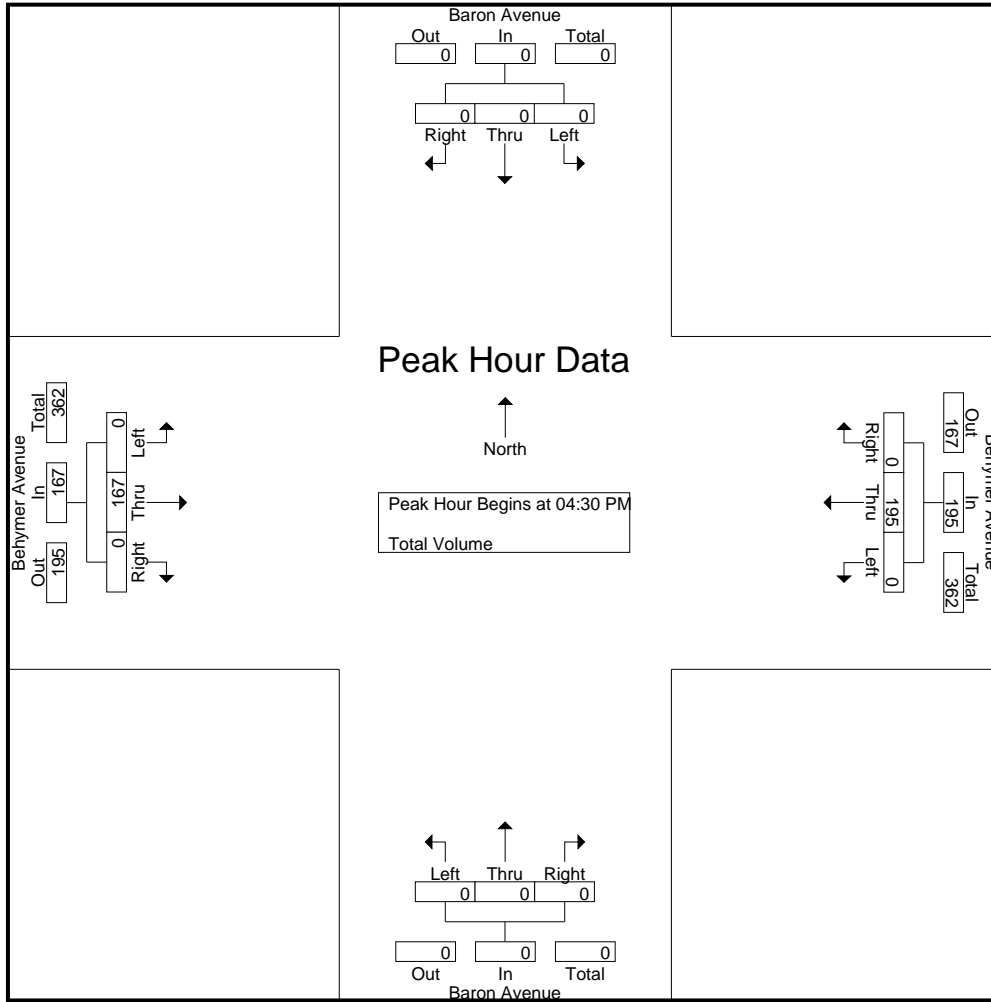
Start Time	Baron Avenue Southbound				Behymer Avenue Westbound				Baron Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	41	0	41	0	0	0	0	0	59	0	59	100
04:15 PM	0	0	0	0	0	32	0	32	0	0	0	0	0	47	0	47	79
04:30 PM	0	0	0	0	0	50	0	50	0	0	0	0	0	35	0	35	85
04:45 PM	0	0	0	0	0	43	0	43	0	0	0	0	0	47	0	47	90
Total	0	0	0	0	0	166	0	166	0	0	0	0	0	188	0	188	354
05:00 PM	0	0	0	0	0	50	0	50	0	0	0	0	0	46	0	46	96
05:15 PM	0	0	0	0	0	52	0	52	0	0	0	0	0	39	0	39	91
05:30 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	41	0	41	79
05:45 PM	0	0	0	0	0	41	0	41	0	0	0	0	0	38	0	38	79
Total	0	0	0	0	0	181	0	181	0	0	0	0	0	164	0	164	345
Grand Total	0	0	0	0	0	347	0	347	0	0	0	0	0	352	0	352	699
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	49.6	0	49.6	0	0	0	0	0	50.4	0	50.4	

Start Time	Baron Avenue Southbound				Behymer Avenue Westbound				Baron Avenue Northbound				Behymer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	50	0	50	0	0	0	0	0	35	0	35	85
04:45 PM	0	0	0	0	0	43	0	43	0	0	0	0	0	47	0	47	90
05:00 PM	0	0	0	0	0	50	0	50	0	0	0	0	0	46	0	46	96
05:15 PM	0	0	0	0	0	52	0	52	0	0	0	0	0	39	0	39	91
Total Volume	0	0	0	0	0	195	0	195	0	0	0	0	0	167	0	167	362
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.938	.000	.938	.000	.000	.000	.000	.000	.888	.000	.888	.943

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Clovis
 N/S: Baron Avenue
 E/W: Behymer Avenue
 Weather: Clear

File Name : 15_CVS_Baron_Behymer PM
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	50	0	50	0	0	0	0	0	59	0	59
+15 mins.	0	0	0	0	0	43	0	43	0	0	0	0	0	47	0	47
+30 mins.	0	0	0	0	0	50	0	50	0	0	0	0	0	35	0	35
+45 mins.	0	0	0	0	0	52	0	52	0	0	0	0	0	47	0	47
Total Volume	0	0	0	0	0	195	0	195	0	0	0	0	0	188	0	188
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.938	.000	.938	.000	.000	.000	.000	.000	.797	.000	.797

Location: Clovis
 N/S: Baron Avenue
 E/W: Behymer Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Baron Avenue	East Leg Behymer Avenue	South Leg Baron Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Baron Avenue	East Leg Behymer Avenue	South Leg Baron Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Clovis
 N/S: Baron Avenue
 E/W: Behymer Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Baron Avenue			Westbound Behymer Avenue			Northbound Baron Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Baron Avenue			Westbound Behymer Avenue			Northbound Baron Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

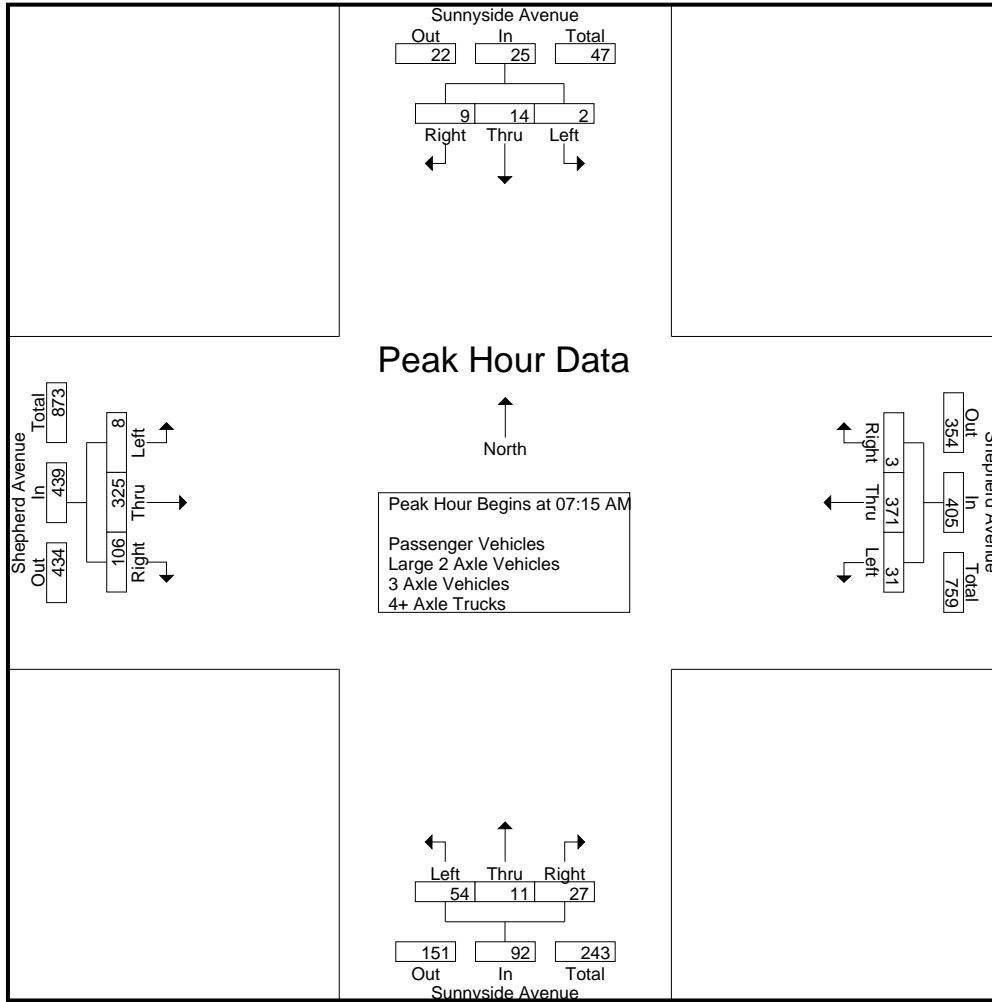
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	2	3	5	74	1	80	10	1	2	13	0	30	10	40	136
07:15 AM	0	2	1	3	3	133	1	137	11	3	4	18	3	63	22	88	246
07:30 AM	1	4	4	9	7	107	0	114	16	4	2	22	0	76	23	99	244
07:45 AM	0	2	1	3	7	60	2	69	13	1	5	19	2	102	34	138	229
Total	1	9	8	18	22	374	4	400	50	9	13	72	5	271	89	365	855
08:00 AM	1	6	3	10	14	71	0	85	14	3	16	33	3	84	27	114	242
08:15 AM	0	6	3	9	5	83	3	91	12	4	4	20	5	49	25	79	199
08:30 AM	0	3	2	5	3	68	0	71	12	3	5	20	3	47	20	70	166
08:45 AM	0	3	3	6	7	66	1	74	20	3	4	27	3	43	18	64	171
Total	1	18	11	30	29	288	4	321	58	13	29	100	14	223	90	327	778
Grand Total	2	27	19	48	51	662	8	721	108	22	42	172	19	494	179	692	1633
Apprch %	4.2	56.2	39.6		7.1	91.8	1.1		62.8	12.8	24.4		2.7	71.4	25.9		
Total %	0.1	1.7	1.2	2.9	3.1	40.5	0.5	44.2	6.6	1.3	2.6	10.5	1.2	30.3	11	42.4	
Passenger Vehicles	2	23	18	43	50	655	7	712	98	20	38	156	19	486	162	667	1578
% Passenger Vehicles	100	85.2	94.7	89.6	98	98.9	87.5	98.8	90.7	90.9	90.5	90.7	100	98.4	90.5	96.4	96.6
Large 2 Axle Vehicles	0	2	1	3	1	6	1	8	6	1	3	10	0	4	11	15	36
% Large 2 Axle Vehicles	0	7.4	5.3	6.2	2	0.9	12.5	1.1	5.6	4.5	7.1	5.8	0	0.8	6.1	2.2	2.2
3 Axle Vehicles	0	0	0	0	0	1	0	1	4	0	1	5	0	2	4	6	12
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.1	3.7	0	2.4	2.9	0	0.4	2.2	0.9	0.7
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	1	0	1	0	2	2	4	7
% 4+ Axle Trucks	0	7.4	0	4.2	0	0	0	0	0	4.5	0	0.6	0	0.4	1.1	0.6	0.4

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	1	3	3	133	1	137	11	3	4	18	3	63	22	88	246
07:30 AM	1	4	4	9	7	107	0	114	16	4	2	22	0	76	23	99	244
07:45 AM	0	2	1	3	7	60	2	69	13	1	5	19	2	102	34	138	229
08:00 AM	1	6	3	10	14	71	0	85	14	3	16	33	3	84	27	114	242
Total Volume	2	14	9	25	31	371	3	405	54	11	27	92	8	325	106	439	961
% App. Total	8	56	36		7.7	91.6	0.7		58.7	12	29.3		1.8	74	24.1		
PHF	.500	.583	.563	.625	.554	.697	.375	.739	.844	.688	.422	.697	.667	.797	.779	.795	.977

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	1	4	4	9	3	133	1	137	14	3	16	33	3	63	22	88
+15 mins.	0	2	1	3	7	107	0	114	12	4	4	20	0	76	23	99
+30 mins.	1	6	3	10	7	60	2	69	12	3	5	20	2	102	34	138
+45 mins.	0	6	3	9	14	71	0	85	20	3	4	27	3	84	27	114
Total Volume	2	18	11	31	31	371	3	405	58	13	29	100	8	325	106	439
% App. Total	6.5	58.1	35.5		7.7	91.6	0.7		58	13	29		1.8	74	24.1	
PHF	.500	.750	.688	.775	.554	.697	.375	.739	.725	.813	.453	.758	.667	.797	.779	.795

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHeP AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

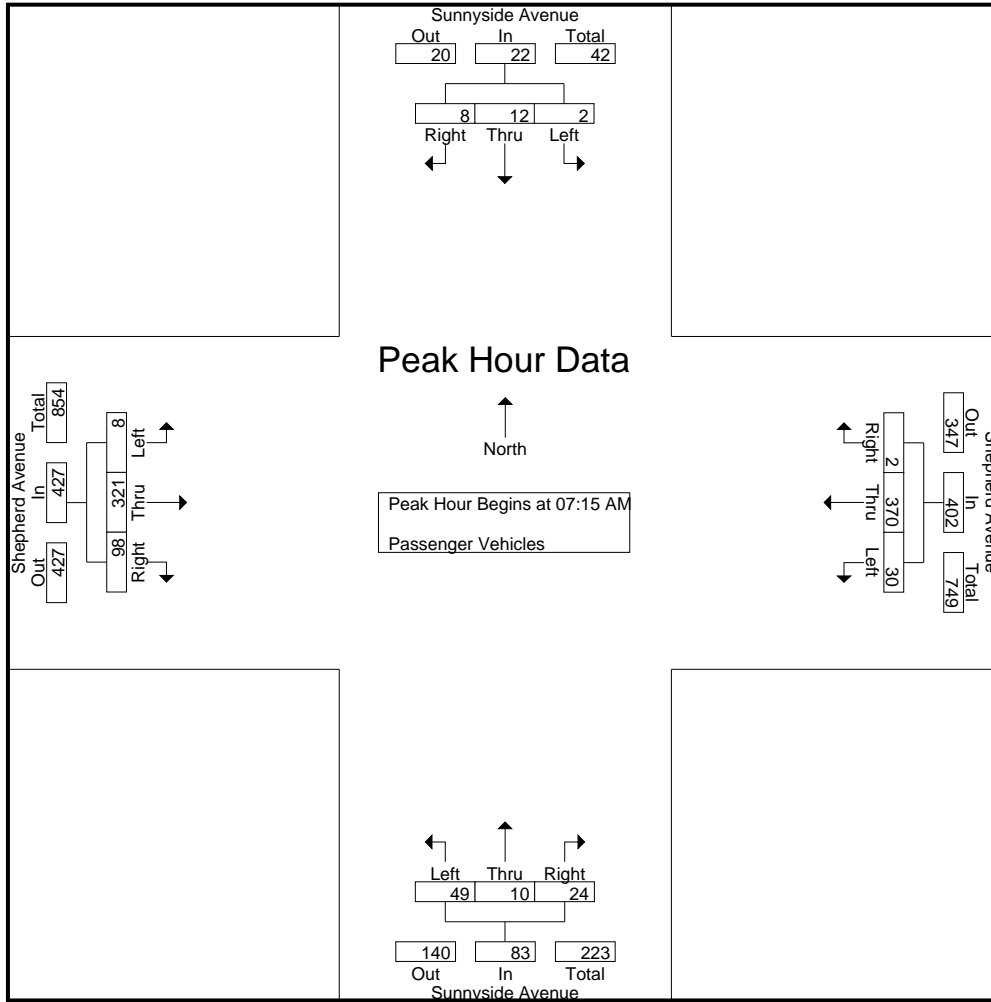
Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	2	3	5	70	1	76	9	1	1	11	0	29	10	39	129
07:15 AM	0	1	1	2	3	133	1	137	11	3	1	15	3	62	21	86	240
07:30 AM	1	3	4	8	6	107	0	113	15	3	2	20	0	76	20	96	237
07:45 AM	0	2	0	2	7	59	1	67	11	1	5	17	2	100	31	133	219
Total	1	7	7	15	21	369	3	393	46	8	9	63	5	267	82	354	825
08:00 AM	1	6	3	10	14	71	0	85	12	3	16	31	3	83	26	112	238
08:15 AM	0	6	3	9	5	82	3	90	11	3	4	18	5	48	21	74	191
08:30 AM	0	1	2	3	3	68	0	71	11	3	5	19	3	46	19	68	161
08:45 AM	0	3	3	6	7	65	1	73	18	3	4	25	3	42	14	59	163
Total	1	16	11	28	29	286	4	319	52	12	29	93	14	219	80	313	753
Grand Total	2	23	18	43	50	655	7	712	98	20	38	156	19	486	162	667	1578
Apprch %	4.7	53.5	41.9		7	92	1		62.8	12.8	24.4		2.8	72.9	24.3		
Total %	0.1	1.5	1.1	2.7	3.2	41.5	0.4	45.1	6.2	1.3	2.4	9.9	1.2	30.8	10.3	42.3	

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	1	1	2	3	133	1	137	11	3	1	15	3	62	21	86	240
07:30 AM	1	3	4	8	6	107	0	113	15	3	2	20	0	76	20	96	237
07:45 AM	0	2	0	2	7	59	1	67	11	1	5	17	2	100	31	133	219
08:00 AM	1	6	3	10	14	71	0	85	12	3	16	31	3	83	26	112	238
Total Volume	2	12	8	22	30	370	2	402	49	10	24	83	8	321	98	427	934
% App. Total	9.1	54.5	36.4		7.5	92	0.5		59	12	28.9		1.9	75.2	23		
PHF	.500	.500	.500	.550	.536	.695	.500	.734	.817	.833	.375	.669	.667	.803	.790	.803	.973

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	1	2	3	133	1	137	11	3	1	15	3	62	21	86
+15 mins.	1	3	4	8	6	107	0	113	15	3	2	20	0	76	20	96
+30 mins.	0	2	0	2	7	59	1	67	11	1	5	17	2	100	31	133
+45 mins.	1	6	3	10	14	71	0	85	12	3	16	31	3	83	26	112
Total Volume	2	12	8	22	30	370	2	402	49	10	24	83	8	321	98	427
% App. Total	9.1	54.5	36.4		7.5	92	0.5		59	12	28.9		1.9	75.2	23	
PHF	.500	.500	.500	.550	.536	.695	.500	.734	.817	.833	.375	.669	.667	.803	.790	.803

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	1	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	1	1	2	5
07:30 AM	0	1	0	1	1	0	0	1	1	1	0	2	0	0	3	3	7
07:45 AM	0	0	1	1	0	1	1	2	1	0	0	1	0	0	3	3	7
Total	0	1	1	2	1	4	1	6	3	1	3	7	0	2	7	9	24
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	3	4	6
08:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	1	0	1	0	2	0	2	3	0	0	3	0	2	4	6	12
Grand Total	0	2	1	3	1	6	1	8	6	1	3	10	0	4	11	15	36
Apprch %	0	66.7	33.3		12.5	75	12.5		60	10	30		0	26.7	73.3		
Total %	0	5.6	2.8	8.3	2.8	16.7	2.8	22.2	16.7	2.8	8.3	27.8	0	11.1	30.6	41.7	

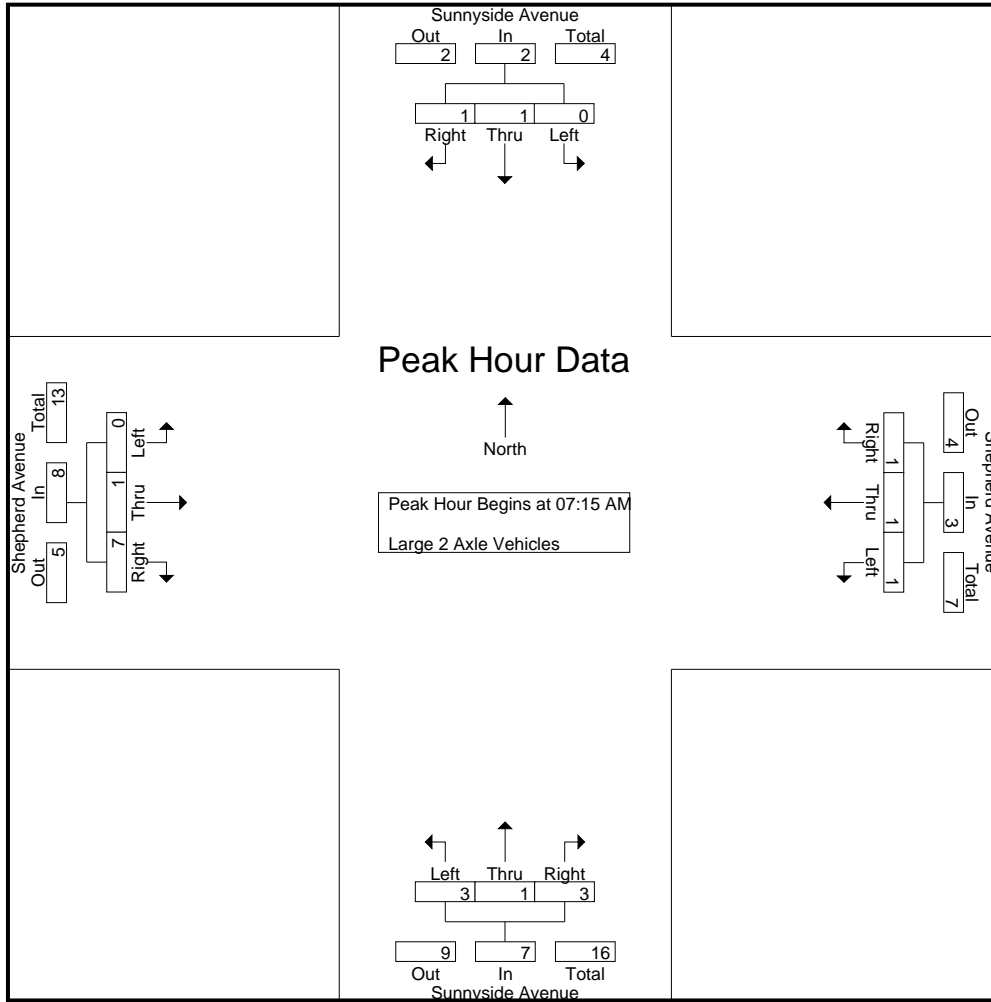
Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	1	1	2	5
07:30 AM	0	1	0	1	1	0	0	1	1	1	0	2	0	0	3	3	7
07:45 AM	0	0	1	1	0	1	1	2	1	0	0	1	0	0	3	3	7
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	1	1	2	1	1	1	3	3	1	3	7	0	1	7	8	20
% App. Total	0	50	50		33.3	33.3	33.3		42.9	14.3	42.9		0	12.5	87.5		
PHF	.000	.250	.250	.500	.250	.250	.250	.375	.750	.250	.250	.583	.000	.250	.583	.667	.714

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	3	3	0	1	1	2
+15 mins.	0	1	0	1	1	0	0	1	1	1	0	2	0	0	3	3
+30 mins.	0	0	1	1	0	1	1	2	1	0	0	1	0	0	3	3
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	1	1	2	1	1	1	3	3	1	3	7	0	1	7	8
% App. Total	0	50	50		33.3	33.3	33.3		42.9	14.3	42.9		0	12.5	87.5	
PHF	.000	.250	.250	.500	.250	.250	.250	.375	.750	.250	.250	.583	.000	.250	.583	.667

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
08:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	3	0	5
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	2	4	6	0	9
Grand Total	0	0	0	0	0	1	0	1	4	0	1	5	0	2	4	6	0	12
Apprch %	0	0	0		0	100	0		80	0	20		0	33.3	66.7			
Total %	0	0	0		0	8.3	0	8.3	33.3	0	8.3	41.7	0	16.7	33.3	50		

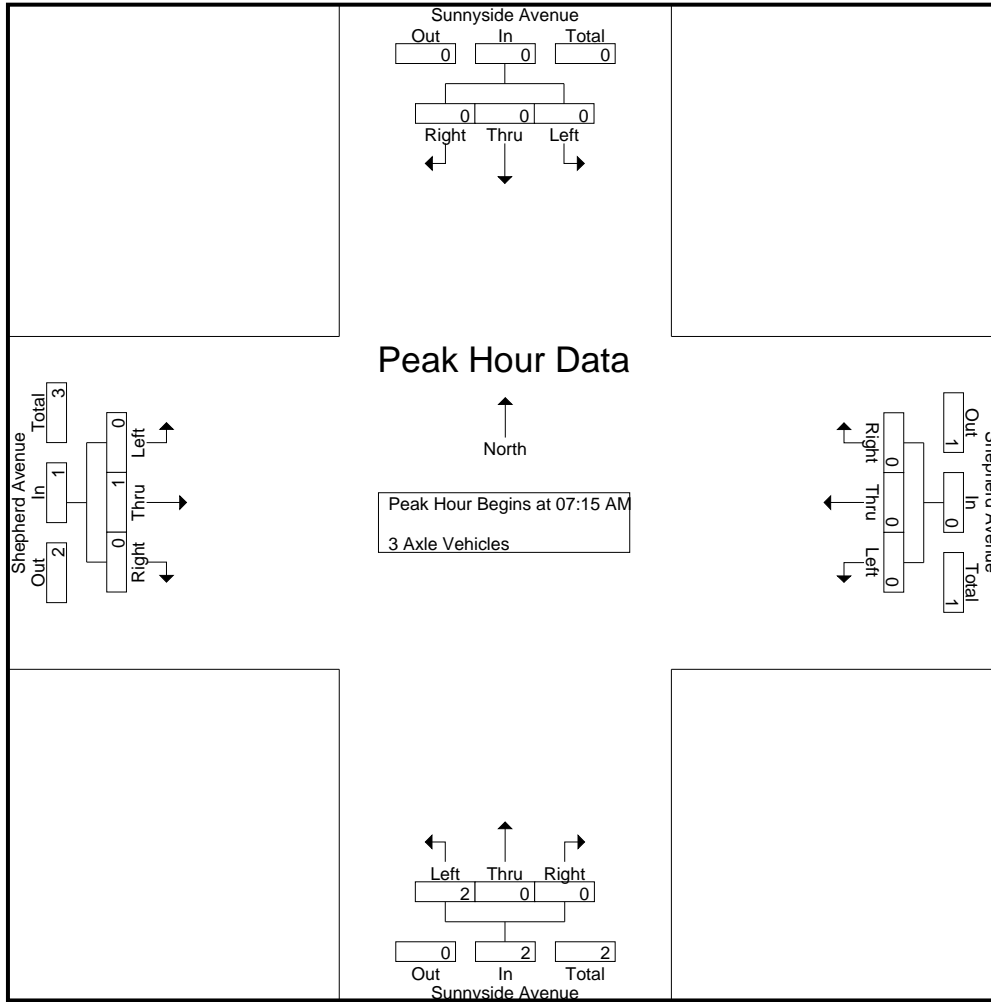
Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	2
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	0	3
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.250	.000	.250		.375

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.250	.000	.250

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHeP AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	2	2	2	4
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	2	2	4	4	7
Apprch %	0	100	0		0	0	0		0	100	0		0	50	50			
Total %	0	28.6	0	28.6	0	0	0	0	0	14.3	0	14.3	0	28.6	28.6	57.1		

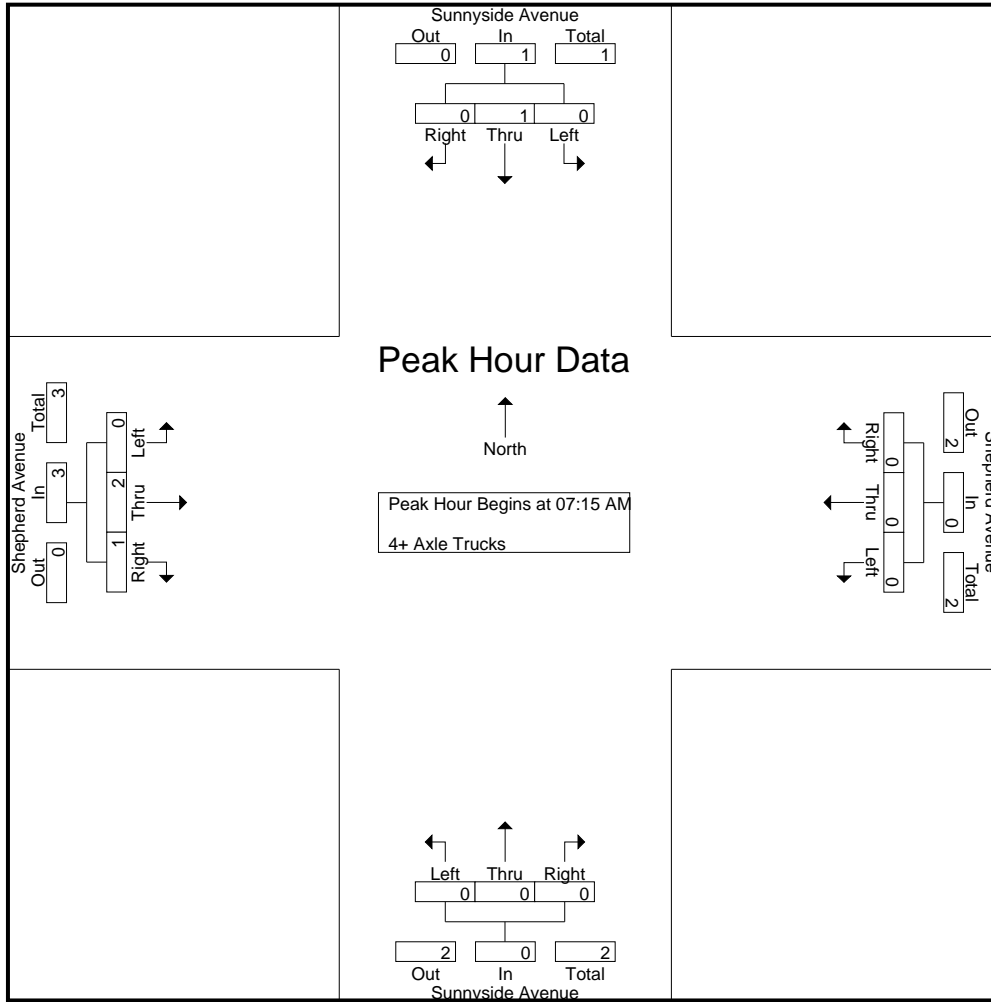
Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	3	3	4
% App. Total	0	100	0		0	0	0		0	0	0		0	66.7	33.3			
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.375	.375	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	3
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	66.7	33.3	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.375

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

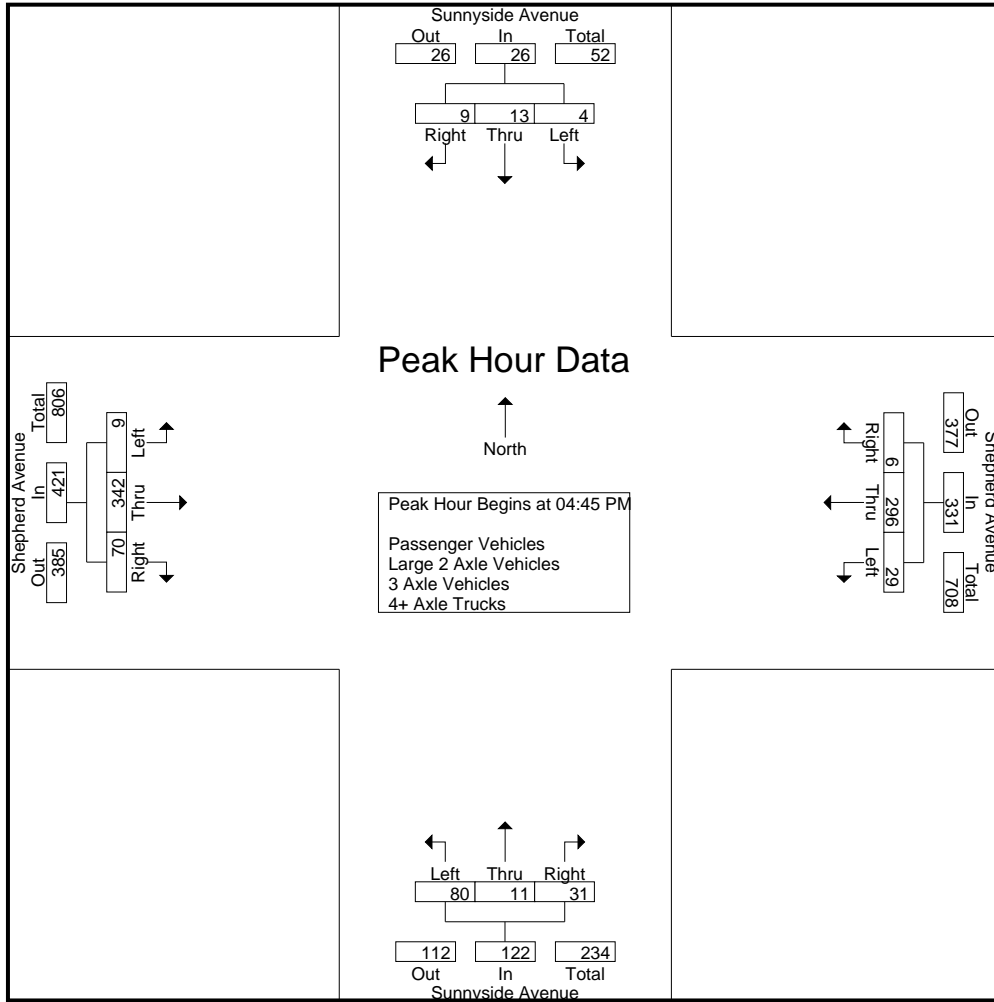
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	4	3	10	5	71	0	76	11	3	10	24	3	67	15	85	195
04:15 PM	0	2	4	6	4	77	0	81	19	1	10	30	4	67	18	89	206
04:30 PM	3	3	4	10	7	68	1	76	16	5	6	27	3	65	12	80	193
04:45 PM	0	3	2	5	6	66	1	73	23	1	12	36	2	80	21	103	217
Total	6	12	13	31	22	282	2	306	69	10	38	117	12	279	66	357	811
05:00 PM	2	3	2	7	6	68	2	76	23	4	8	35	2	86	17	105	223
05:15 PM	0	5	2	7	10	82	1	93	19	5	4	28	4	92	15	111	239
05:30 PM	2	2	3	7	7	80	2	89	15	1	7	23	1	84	17	102	221
05:45 PM	1	1	1	3	4	70	0	74	14	4	6	24	6	80	20	106	207
Total	5	11	8	24	27	300	5	332	71	14	25	110	13	342	69	424	890
Grand Total	11	23	21	55	49	582	7	638	140	24	63	227	25	621	135	781	1701
Apprch %	20	41.8	38.2		7.7	91.2	1.1		61.7	10.6	27.8		3.2	79.5	17.3		
Total %	0.6	1.4	1.2	3.2	2.9	34.2	0.4	37.5	8.2	1.4	3.7	13.3	1.5	36.5	7.9	45.9	
Passenger Vehicles	11	23	20	54	48	578	7	633	139	24	61	224	25	615	130	770	1681
% Passenger Vehicles	100	100	95.2	98.2	98	99.3	100	99.2	99.3	100	96.8	98.7	100	99	96.3	98.6	98.8
Large 2 Axle Vehicles	0	0	1	1	1	4	0	5	1	0	2	3	0	6	5	11	20
% Large 2 Axle Vehicles	0	0	4.8	1.8	2	0.7	0	0.8	0.7	0	3.2	1.3	0	1	3.7	1.4	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	3	2	5	6	66	1	73	23	1	12	36	2	80	21	103	217
05:00 PM	2	3	2	7	6	68	2	76	23	4	8	35	2	86	17	105	223
05:15 PM	0	5	2	7	10	82	1	93	19	5	4	28	4	92	15	111	239
05:30 PM	2	2	3	7	7	80	2	89	15	1	7	23	1	84	17	102	221
Total Volume	4	13	9	26	29	296	6	331	80	11	31	122	9	342	70	421	900
% App. Total	15.4	50	34.6		8.8	89.4	1.8		65.6	9	25.4		2.1	81.2	16.6		
PHF	.500	.650	.750	.929	.725	.902	.750	.890	.870	.550	.646	.847	.563	.929	.833	.948	.941

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	3	4	3	10	6	68	2	76	19	1	10	30	2	86	17	105
+15 mins.	0	2	4	6	10	82	1	93	16	5	6	27	4	92	15	111
+30 mins.	3	3	4	10	7	80	2	89	23	1	12	36	1	84	17	102
+45 mins.	0	3	2	5	4	70	0	74	23	4	8	35	6	80	20	106
Total Volume	6	12	13	31	27	300	5	332	81	11	36	128	13	342	69	424
% App. Total	19.4	38.7	41.9		8.1	90.4	1.5		63.3	8.6	28.1		3.1	80.7	16.3	
PHF	.500	.750	.813	.775	.675	.915	.625	.892	.880	.550	.750	.889	.542	.929	.863	.955

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHeP PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

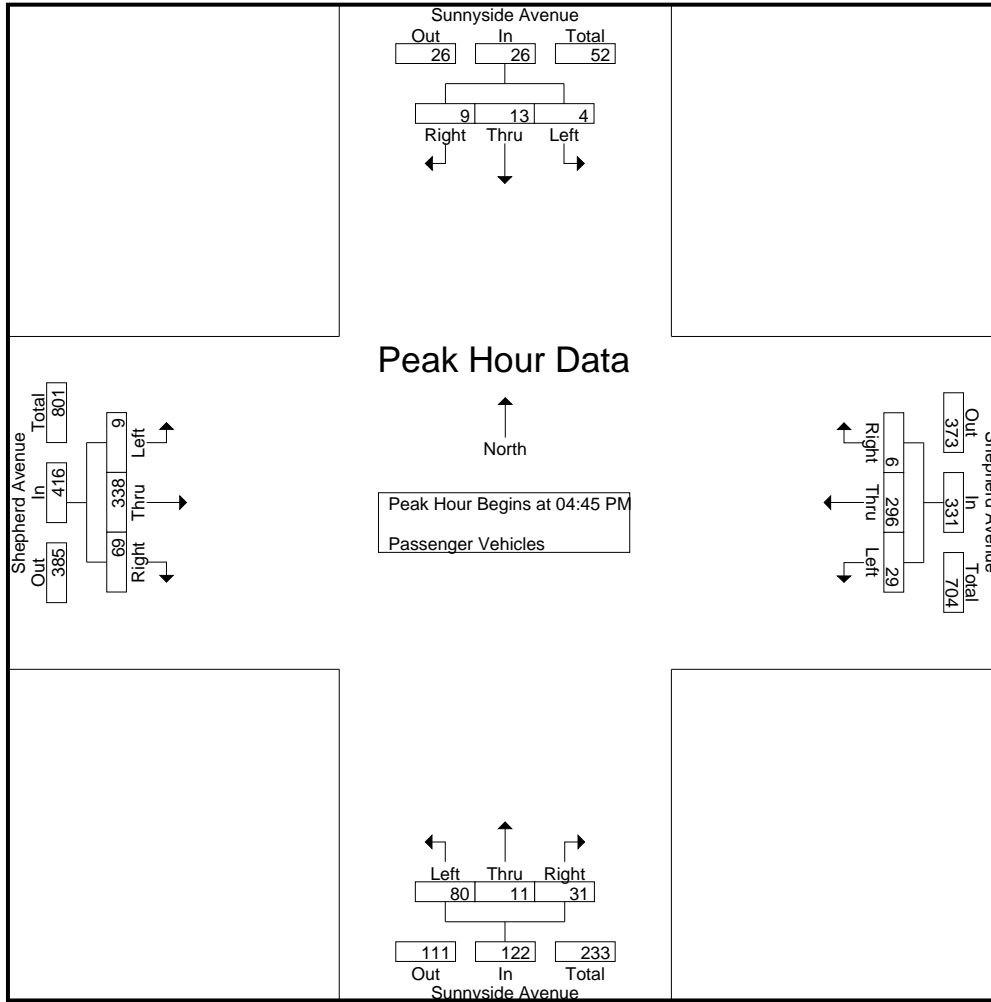
Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	4	2	9	4	68	0	72	10	3	10	23	3	66	13	82	186
04:15 PM	0	2	4	6	4	76	0	80	19	1	10	30	4	66	16	86	202
04:30 PM	3	3	4	10	7	68	1	76	16	5	5	26	3	65	12	80	192
04:45 PM	0	3	2	5	6	66	1	73	23	1	12	36	2	78	20	100	214
Total	6	12	12	30	21	278	2	301	68	10	37	115	12	275	61	348	794
05:00 PM	2	3	2	7	6	68	2	76	23	4	8	35	2	86	17	105	223
05:15 PM	0	5	2	7	10	82	1	93	19	5	4	28	4	91	15	110	238
05:30 PM	2	2	3	7	7	80	2	89	15	1	7	23	1	83	17	101	220
05:45 PM	1	1	1	3	4	70	0	74	14	4	5	23	6	80	20	106	206
Total	5	11	8	24	27	300	5	332	71	14	24	109	13	340	69	422	887
Grand Total	11	23	20	54	48	578	7	633	139	24	61	224	25	615	130	770	1681
Apprch %	20.4	42.6	37		7.6	91.3	1.1		62.1	10.7	27.2		3.2	79.9	16.9		
Total %	0.7	1.4	1.2	3.2	2.9	34.4	0.4	37.7	8.3	1.4	3.6	13.3	1.5	36.6	7.7	45.8	

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	3	2	5	6	66	1	73	23	1	12	36	2	78	20	100	214
05:00 PM	2	3	2	7	6	68	2	76	23	4	8	35	2	86	17	105	223
05:15 PM	0	5	2	7	10	82	1	93	19	5	4	28	4	91	15	110	238
05:30 PM	2	2	3	7	7	80	2	89	15	1	7	23	1	83	17	101	220
Total Volume	4	13	9	26	29	296	6	331	80	11	31	122	9	338	69	416	895
% App. Total	15.4	50	34.6		8.8	89.4	1.8		65.6	9	25.4		2.2	81.2	16.6		
PHF	.500	.650	.750	.929	.725	.902	.750	.890	.870	.550	.646	.847	.563	.929	.863	.945	.940

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	3	2	5	6	66	1	73	23	1	12	36	2	78	20	100
+15 mins.	2	3	2	7	6	68	2	76	23	4	8	35	2	86	17	105
+30 mins.	0	5	2	7	10	82	1	93	19	5	4	28	4	91	15	110
+45 mins.	2	2	3	7	7	80	2	89	15	1	7	23	1	83	17	101
Total Volume	4	13	9	26	29	296	6	331	80	11	31	122	9	338	69	416
% App. Total	15.4	50	34.6		8.8	89.4	1.8		65.6	9	25.4		2.2	81.2	16.6	
PHF	.500	.650	.750	.929	.725	.902	.750	.890	.870	.550	.646	.847	.563	.929	.863	.945

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHeP PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

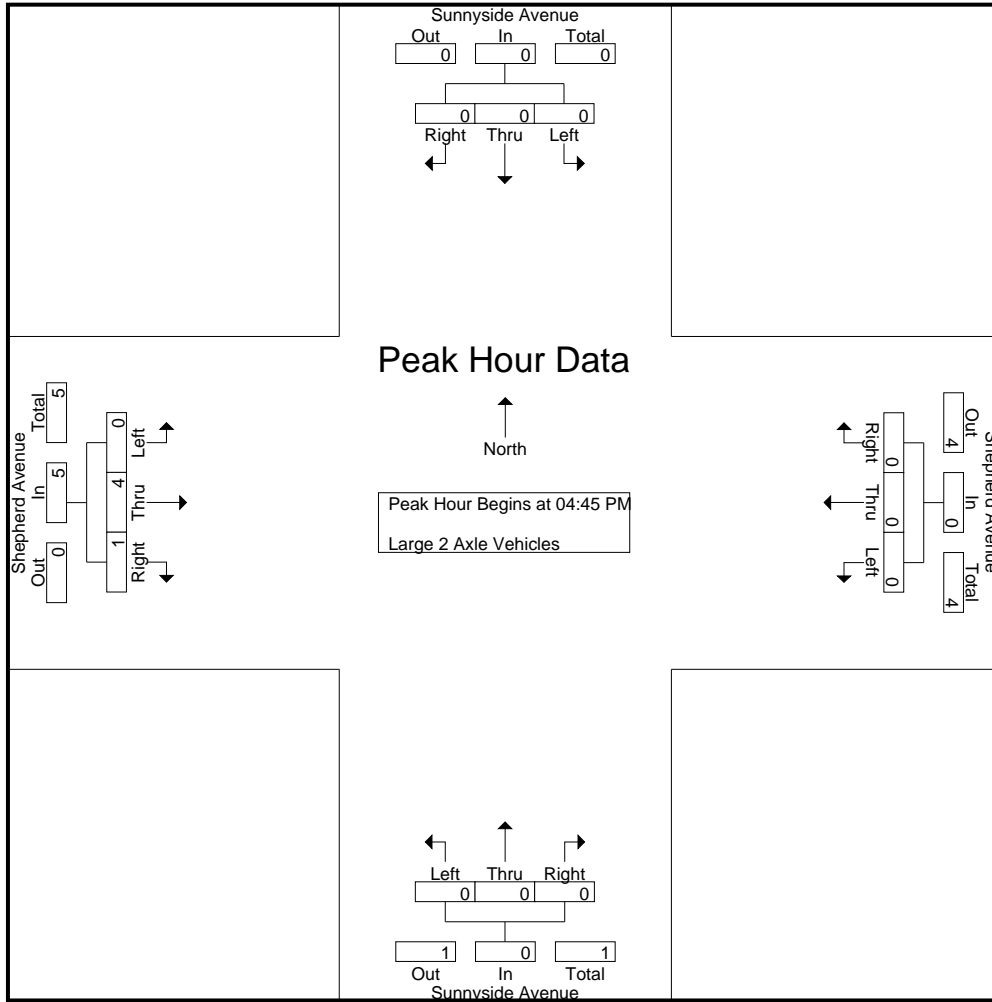
Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	1	3	0	4	1	0	0	1	0	1	2	3	9
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total	0	0	1	1	1	4	0	5	1	0	1	2	0	4	5	9	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
Grand Total	0	0	1	1	1	4	0	5	1	0	2	3	0	6	5	11	20
Apprch %	0	0	100		20	80	0		33.3	0	66.7		0	54.5	45.5		
Total %	0	0	5	5	5	20	0	25	5	0	10	15	0	30	25	55	

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	5
% App. Total	0	0	0		0	0	0		0	0	0		0	80	20		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.417	.417

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	80	20	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.417

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

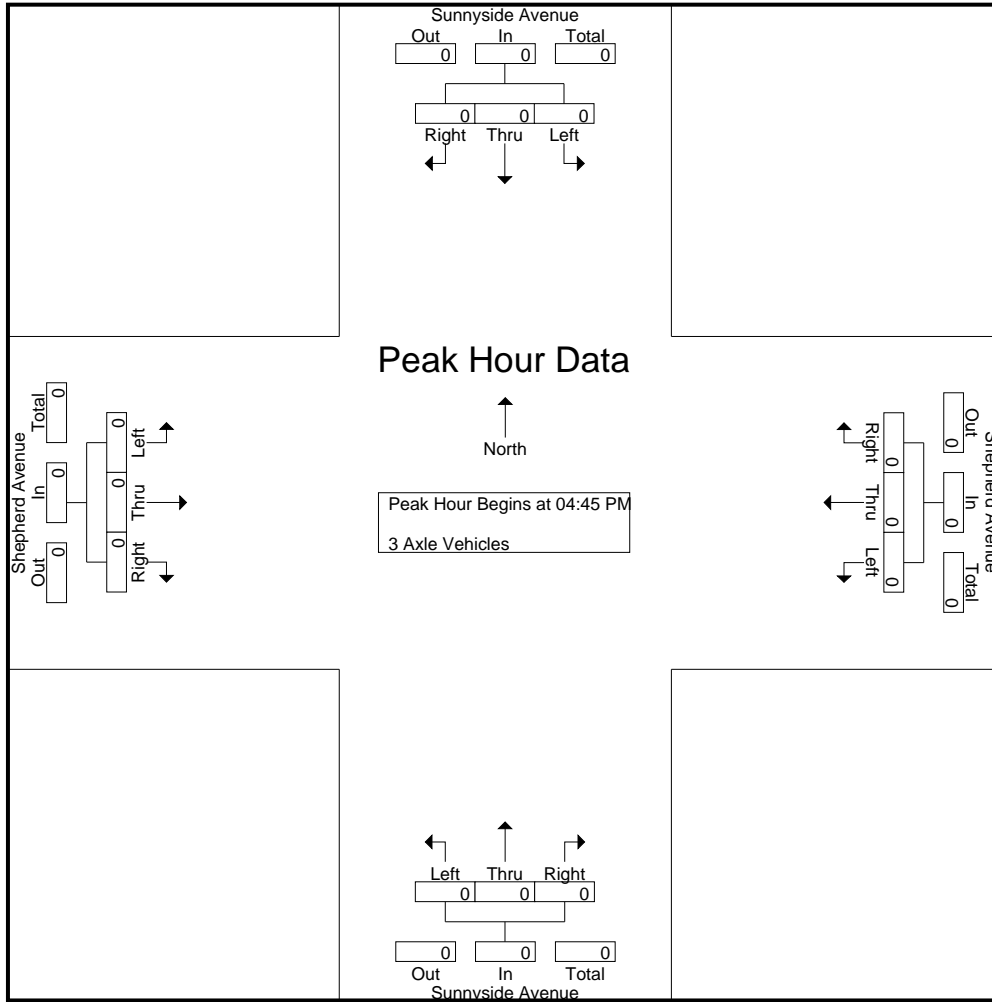
Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

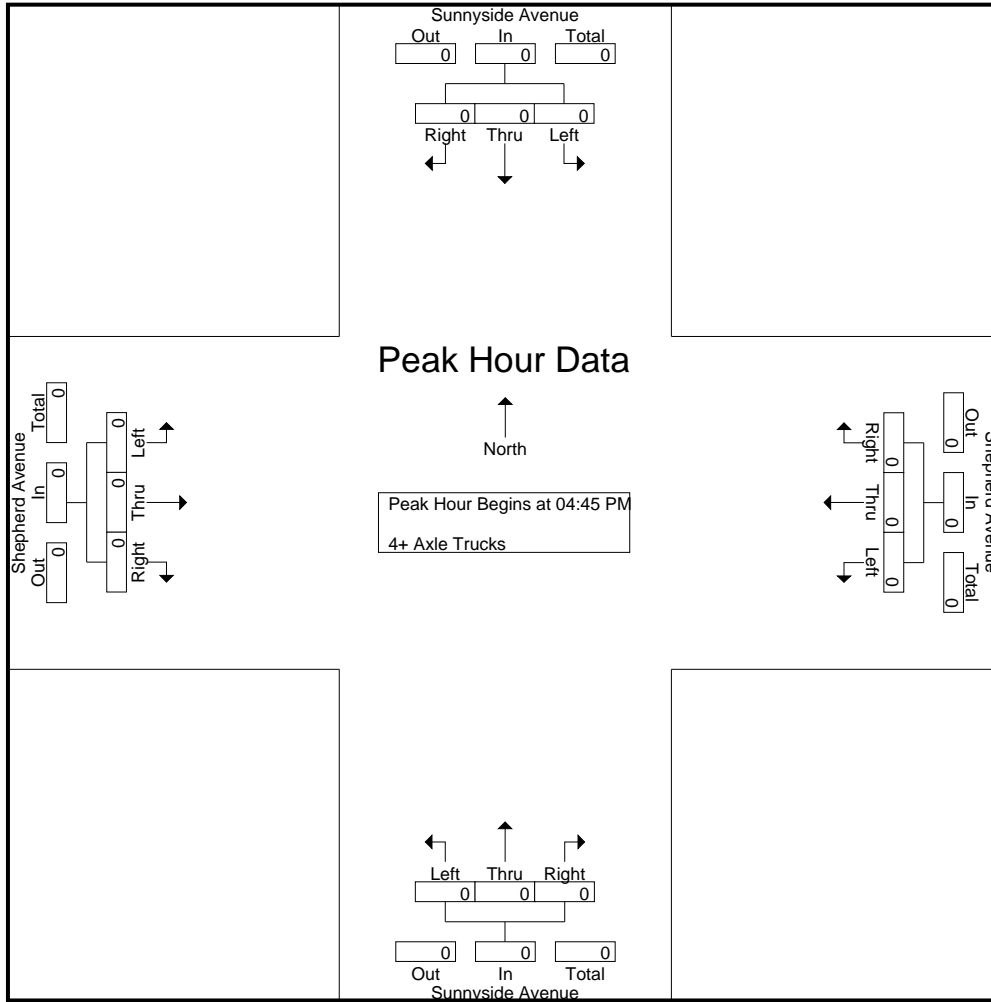
Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Sunnyside Avenue Pedestrians	East Leg Shepherd Avenue Pedestrians	South Leg Sunnyside Avenue Pedestrians	West Leg Shepherd Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	1	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	2	2	4	2	10
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	2	4	3	12

	North Leg Sunnyside Avenue Pedestrians	East Leg Shepherd Avenue Pedestrians	South Leg Sunnyside Avenue Pedestrians	West Leg Shepherd Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

Location: Clovis
 N/S: Sunnyside Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Sunnyside Avenue			Westbound Shepherd Avenue			Northbound Sunnyside Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	1	1	0	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	4	1	2	0	1	0	2	1	12

	Southbound Sunnyside Avenue			Westbound Shepherd Avenue			Northbound Sunnyside Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	1	1	0	4

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

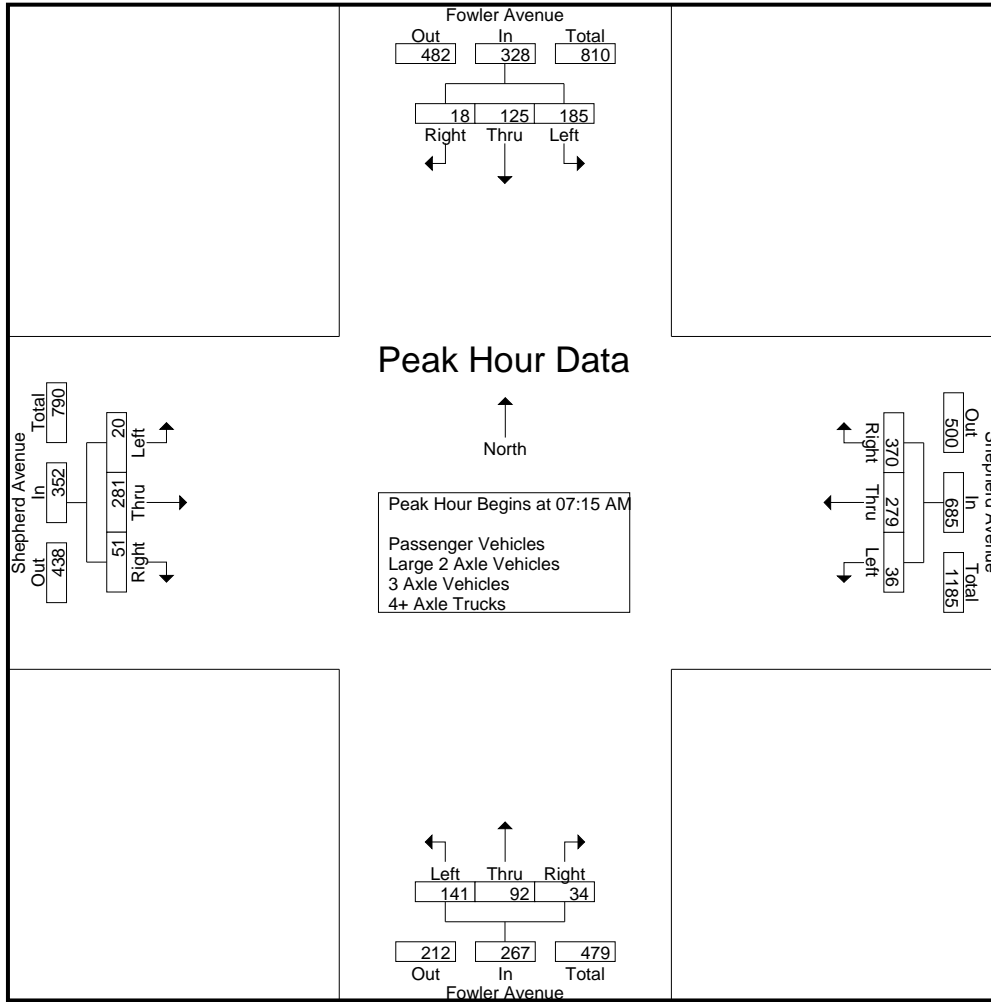
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	34	23	5	62	3	58	62	123	23	14	2	39	1	28	2	31	255
07:15 AM	21	36	6	63	11	91	93	195	55	25	8	88	2	47	10	59	405
07:30 AM	38	30	1	69	8	81	133	222	31	17	6	54	5	63	12	80	425
07:45 AM	74	35	6	115	9	45	100	154	26	26	6	58	2	81	13	96	423
Total	167	124	18	309	31	275	388	694	135	82	22	239	10	219	37	266	1508
08:00 AM	52	24	5	81	8	62	44	114	29	24	14	67	11	90	16	117	379
08:15 AM	42	27	8	77	8	68	35	111	27	17	13	57	4	39	11	54	299
08:30 AM	23	24	2	49	7	54	33	94	26	23	5	54	3	35	11	49	246
08:45 AM	18	25	5	48	13	54	29	96	19	10	4	33	5	36	8	49	226
Total	135	100	20	255	36	238	141	415	101	74	36	211	23	200	46	269	1150
Grand Total	302	224	38	564	67	513	529	1109	236	156	58	450	33	419	83	535	2658
Apprch %	53.5	39.7	6.7		6	46.3	47.7		52.4	34.7	12.9		6.2	78.3	15.5		
Total %	11.4	8.4	1.4	21.2	2.5	19.3	19.9	41.7	8.9	5.9	2.2	16.9	1.2	15.8	3.1	20.1	
Passenger Vehicles	286	220	36	542	67	505	510	1082	234	147	57	438	32	408	82	522	2584
% Passenger Vehicles	94.7	98.2	94.7	96.1	100	98.4	96.4	97.6	99.2	94.2	98.3	97.3	97	97.4	98.8	97.6	97.2
Large 2 Axle Vehicles	9	2	2	13	0	5	7	12	2	1	1	4	1	6	1	8	37
% Large 2 Axle Vehicles	3	0.9	5.3	2.3	0	1	1.3	1.1	0.8	0.6	1.7	0.9	3	1.4	1.2	1.5	1.4
3 Axle Vehicles	3	0	0	3	0	3	8	11	0	4	0	4	0	3	0	3	21
% 3 Axle Vehicles	1	0	0	0.5	0	0.6	1.5	1	0	2.6	0	0.9	0	0.7	0	0.6	0.8
4+ Axle Trucks	4	2	0	6	0	0	4	4	0	4	0	4	0	2	0	2	16
% 4+ Axle Trucks	1.3	0.9	0	1.1	0	0	0.8	0.4	0	2.6	0	0.9	0	0.5	0	0.4	0.6

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	36	6	63	11	91	93	195	55	25	8	88	2	47	10	59	405
07:30 AM	38	30	1	69	8	81	133	222	31	17	6	54	5	63	12	80	425
07:45 AM	74	35	6	115	9	45	100	154	26	26	6	58	2	81	13	96	423
08:00 AM	52	24	5	81	8	62	44	114	29	24	14	67	11	90	16	117	379
Total Volume	185	125	18	328	36	279	370	685	141	92	34	267	20	281	51	352	1632
% App. Total	56.4	38.1	5.5		5.3	40.7	54		52.8	34.5	12.7		5.7	79.8	14.5		
PHF	.625	.868	.750	.713	.818	.766	.695	.771	.641	.885	.607	.759	.455	.781	.797	.752	.960

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	38	30	1	69	3	58	62	123	55	25	8	88	2	47	10	59
+15 mins.	74	35	6	115	11	91	93	195	31	17	6	54	5	63	12	80
+30 mins.	52	24	5	81	8	81	133	222	26	26	6	58	2	81	13	96
+45 mins.	42	27	8	77	9	45	100	154	29	24	14	67	11	90	16	117
Total Volume	206	116	20	342	31	275	388	694	141	92	34	267	20	281	51	352
% App. Total	60.2	33.9	5.8		4.5	39.6	55.9		52.8	34.5	12.7		5.7	79.8	14.5	
PHF	.696	.829	.625	.743	.705	.755	.729	.782	.641	.885	.607	.759	.455	.781	.797	.752

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

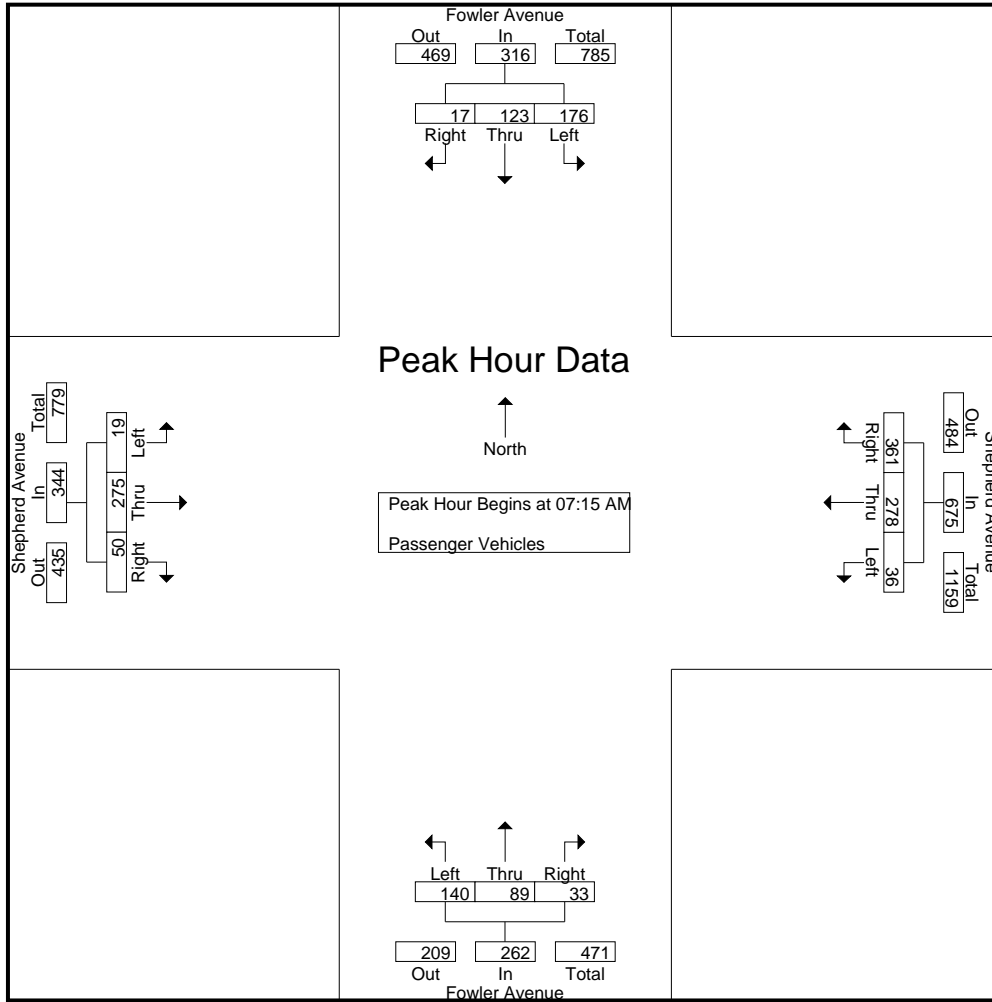
Groups Printed- Passenger Vehicles

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	34	23	4	61	3	56	59	118	22	14	2	38	1	26	2	29	246
07:15 AM	19	36	6	61	11	91	89	191	55	25	8	88	1	45	9	55	395
07:30 AM	37	28	1	66	8	81	133	222	30	17	6	53	5	62	12	79	420
07:45 AM	70	35	5	110	9	44	99	152	26	23	6	55	2	80	13	95	412
Total	160	122	16	298	31	272	380	683	133	79	22	234	9	213	36	258	1473
08:00 AM	50	24	5	79	8	62	40	110	29	24	13	66	11	88	16	115	370
08:15 AM	40	27	8	75	8	65	33	106	27	13	13	53	4	38	11	53	287
08:30 AM	22	24	2	48	7	54	32	93	26	21	5	52	3	35	11	49	242
08:45 AM	14	23	5	42	13	52	25	90	19	10	4	33	5	34	8	47	212
Total	126	98	20	244	36	233	130	399	101	68	35	204	23	195	46	264	1111
Grand Total	286	220	36	542	67	505	510	1082	234	147	57	438	32	408	82	522	2584
Apprch %	52.8	40.6	6.6		6.2	46.7	47.1		53.4	33.6	13		6.1	78.2	15.7		
Total %	11.1	8.5	1.4	21	2.6	19.5	19.7	41.9	9.1	5.7	2.2	17	1.2	15.8	3.2	20.2	

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	19	36	6	61	11	91	89	191	55	25	8	88	1	45	9	55	395
07:30 AM	37	28	1	66	8	81	133	222	30	17	6	53	5	62	12	79	420
07:45 AM	70	35	5	110	9	44	99	152	26	23	6	55	2	80	13	95	412
08:00 AM	50	24	5	79	8	62	40	110	29	24	13	66	11	88	16	115	370
Total Volume	176	123	17	316	36	278	361	675	140	89	33	262	19	275	50	344	1597
% App. Total	55.7	38.9	5.4		5.3	41.2	53.5		53.4	34	12.6		5.5	79.9	14.5		
PHF	.629	.854	.708	.718	.818	.764	.679	.760	.636	.890	.635	.744	.432	.781	.781	.748	.951

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	19	36	6	61	11	91	89	191	55	25	8	88	1	45	9	55
+15 mins.	37	28	1	66	8	81	133	222	30	17	6	53	5	62	12	79
+30 mins.	70	35	5	110	9	44	99	152	26	23	6	55	2	80	13	95
+45 mins.	50	24	5	79	8	62	40	110	29	24	13	66	11	88	16	115
Total Volume	176	123	17	316	36	278	361	675	140	89	33	262	19	275	50	344
% App. Total	55.7	38.9	5.4		5.3	41.2	53.5		53.4	34	12.6		5.5	79.9	14.5	
PHF	.629	.854	.708	.718	.818	.764	.679	.760	.636	.890	.635	.744	.432	.781	.781	.748

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	1	1	2	1	0	0	1	0	1	0	1	5
07:15 AM	2	0	0	2	0	0	3	3	0	0	0	0	1	2	1	4	9
07:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
07:45 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	3	1	2	6	0	2	4	6	2	0	0	2	1	4	1	6	20
08:00 AM	2	0	0	2	0	0	1	1	0	0	1	1	0	0	0	0	4
08:15 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	1	0	1	5
08:30 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
08:45 AM	1	1	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
Total	6	1	0	7	0	3	3	6	0	1	1	2	0	2	0	2	17
Grand Total	9	2	2	13	0	5	7	12	2	1	1	4	1	6	1	8	37
Apprch %	69.2	15.4	15.4		0	41.7	58.3		50	25	25		12.5	75	12.5		
Total %	24.3	5.4	5.4	35.1	0	13.5	18.9	32.4	5.4	2.7	2.7	10.8	2.7	16.2	2.7	21.6	

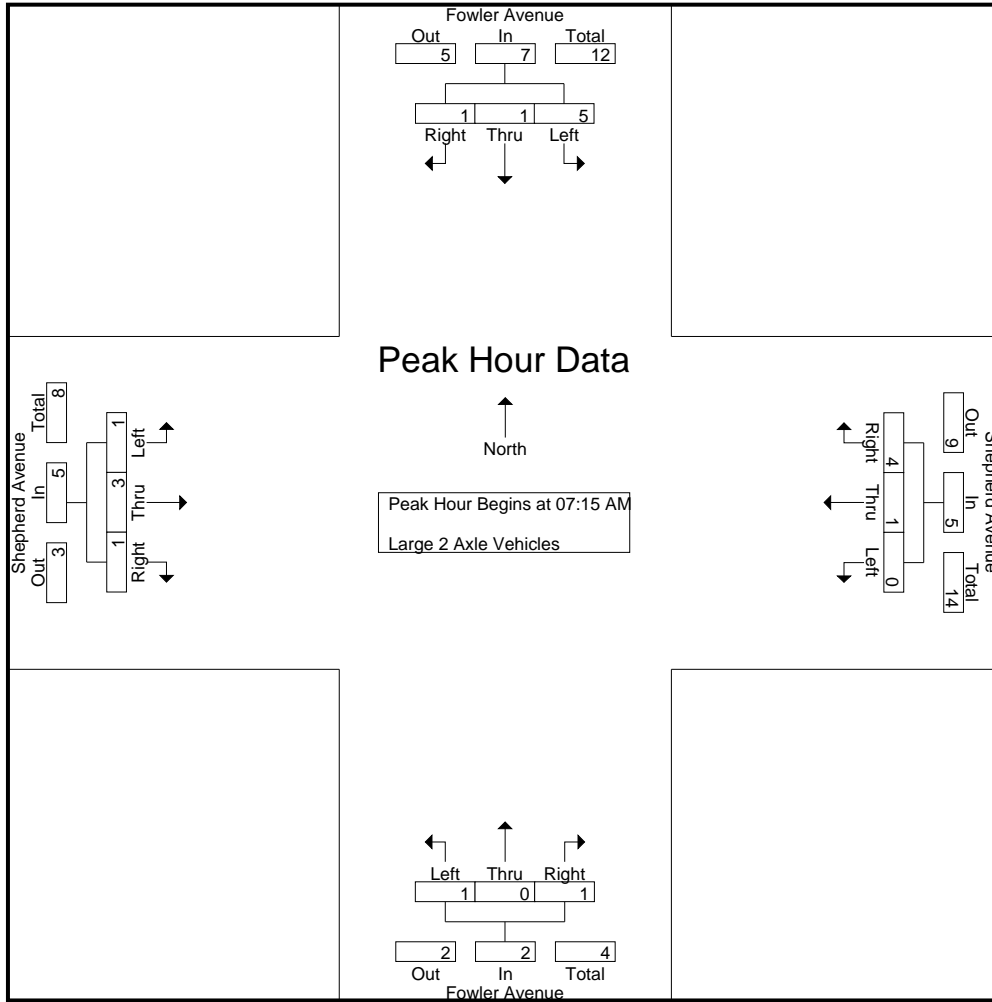
Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	2	0	0	2	0	0	3	3	0	0	0	0	1	2	1	4	9
07:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
07:45 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
08:00 AM	2	0	0	2	0	0	1	1	0	0	1	1	0	0	0	0	4
Total Volume	5	1	1	7	0	1	4	5	1	0	1	2	1	3	1	5	19
% App. Total	71.4	14.3	14.3		0	20	80		50	0	50		20	60	20		
PHF	.625	.250	.250	.875	.000	.250	.333	.417	.250	.000	.250	.500	.250	.375	.250	.313	.528

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	0	0	2	0	0	3	3	0	0	0	0	1	2	1	4
+15 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1
+30 mins.	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	1	1	0	0	1	1	0	0	0	0
Total Volume	5	1	1	7	0	1	4	5	1	0	1	2	1	3	1	5
% App. Total	71.4	14.3	14.3		0	20	80		50	0	50		20	60	20	
PHF	.625	.250	.250	.875	.000	.250	.333	.417	.250	.000	.250	.500	.250	.375	.250	.313

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

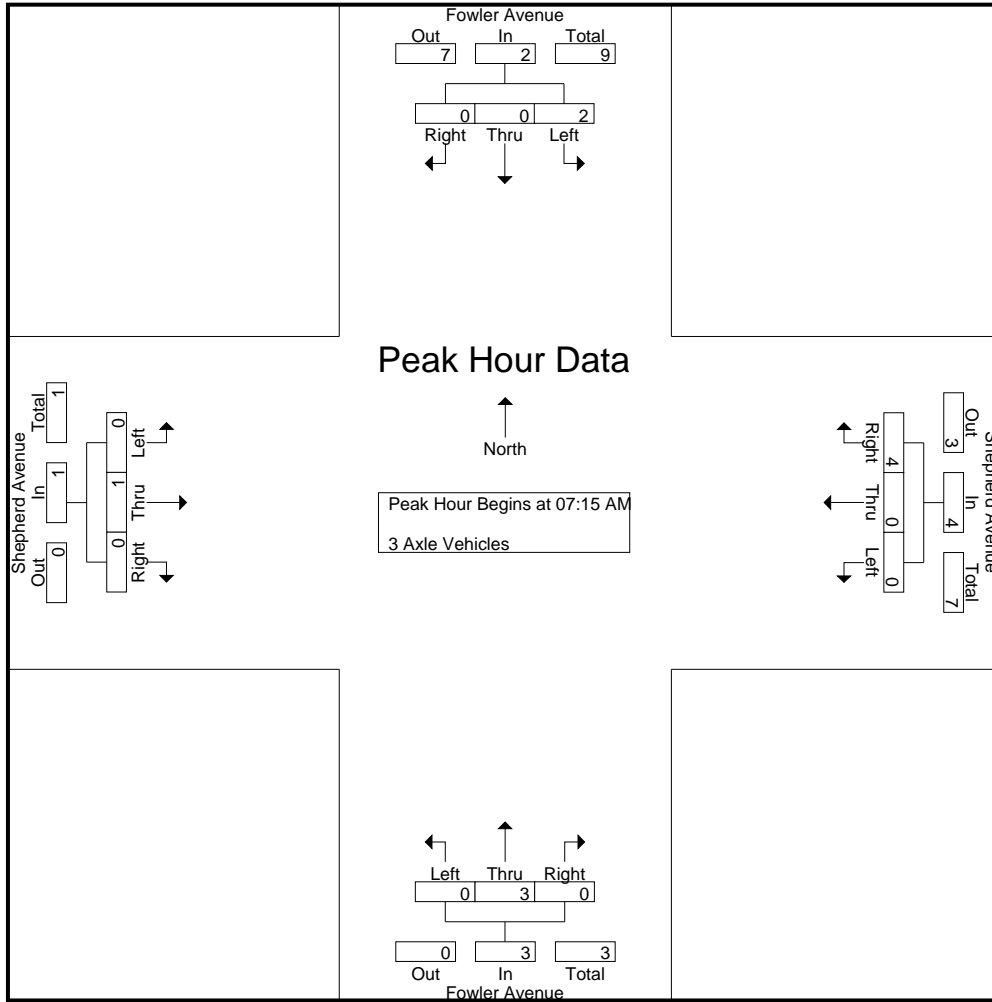
Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	0	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
Total	2	0	0	2	0	1	3	4	0	3	0	3	0	1	0	1	10
08:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	1	0	0	1	0	0	2	2	0	0	0	0	0	1	0	1	4
Total	1	0	0	1	0	2	5	7	0	1	0	1	0	2	0	2	11
Grand Total	3	0	0	3	0	3	8	11	0	4	0	4	0	3	0	3	21
Apprch %	100	0	0		0	27.3	72.7		0	100	0		0	100	0		
Total %	14.3	0	0	14.3	0	14.3	38.1	52.4	0	19	0	19	0	14.3	0	14.3	

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	0	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
Total Volume	2	0	0	2	0	0	4	4	0	3	0	3	0	1	0	1	10
% App. Total	100	0	0		0	0	100		0	100	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.250	.000	.250	.000	.250	.000	.250	.417

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	0	1	1	0	3	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1
Total Volume	2	0	0	2	0	0	4	4	0	3	0	3	0	1	0	1
% App. Total	100	0	0	100	0	0	100	100	0	100	0	100	0	100	0	100
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.250	.000	.250	.000	.250	.000	.250

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	2	1	0	3	0	0	1	1	0	0	0	0	0	1	0	1	1	5
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	1	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0	5
Total	2	1	0	3	0	0	3	3	0	4	0	4	0	1	0	1	1	11
Grand Total	4	2	0	6	0	0	4	4	0	4	0	4	0	2	0	2	2	16
Apprch %	66.7	33.3	0		0	0	100		0	100	0		0	100	0			
Total %	25	12.5	0	37.5	0	0	25	25	0	25	0	25	0	12.5	0	12.5		

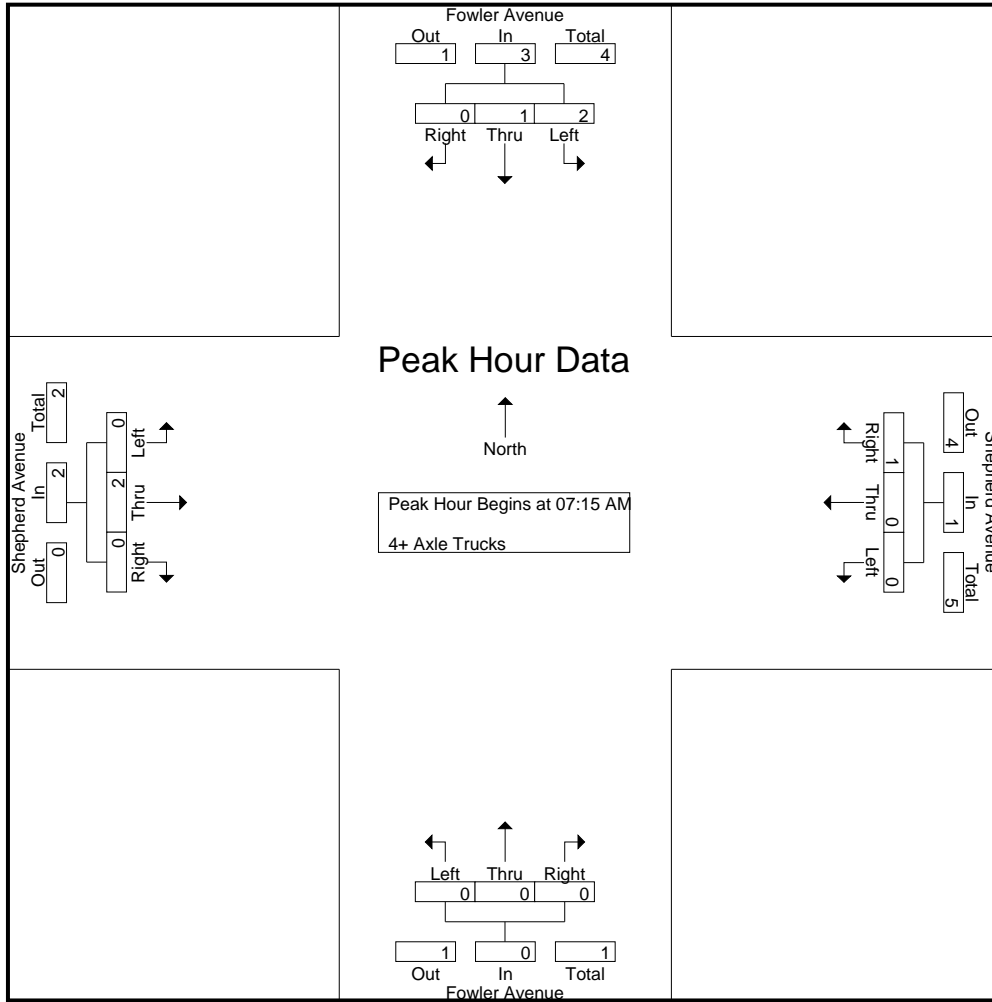
Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2
Total Volume	2	1	0	3	0	0	1	1	0	0	0	0	0	2	0	2	2	6
% App. Total	66.7	33.3	0		0	0	100		0	0	0		0	100	0			
PHF	.500	.250	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
Total Volume	2	1	0	3	0	0	1	1	0	0	0	0	0	2	0	2
% App. Total	66.7	33.3	0		0	0	100		0	0	0		0	100	0	
PHF	.500	.250	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

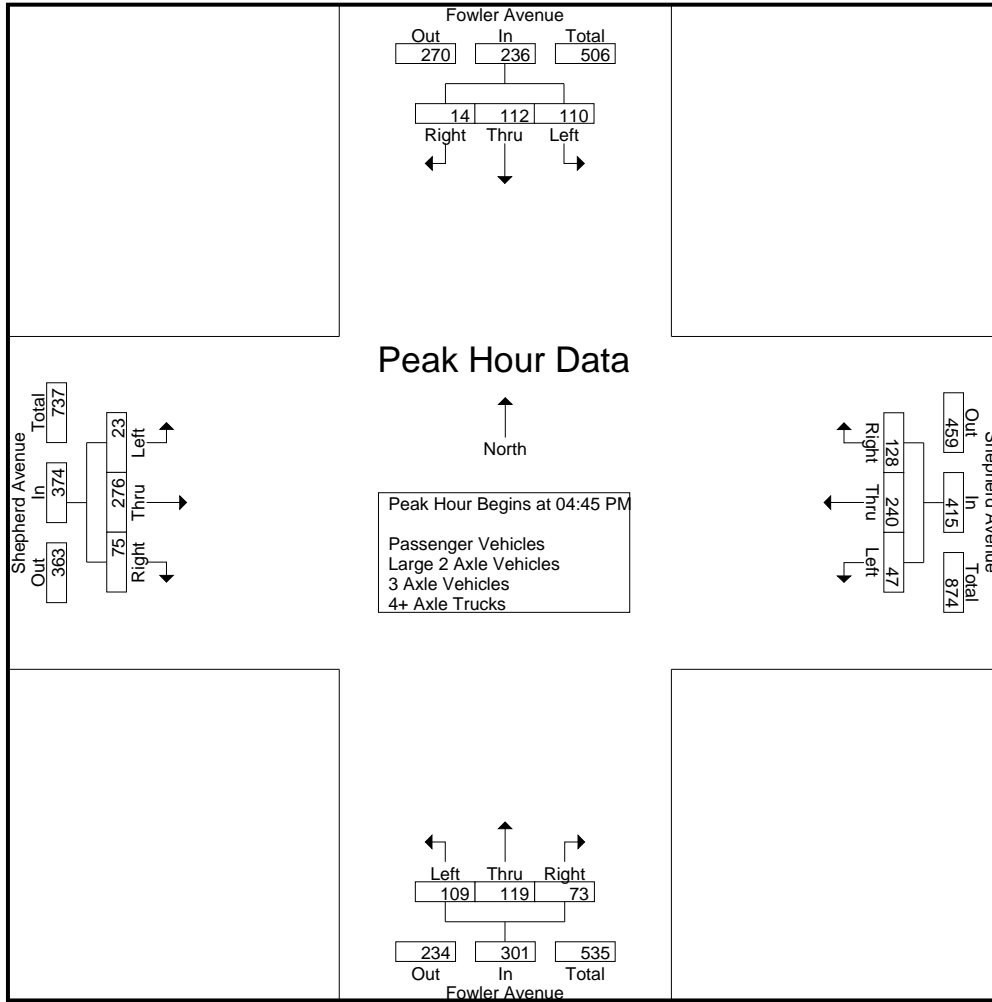
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	32	36	8	76	5	55	33	93	27	36	18	81	8	63	23	94	344
04:15 PM	37	36	1	74	15	60	21	96	25	32	13	70	1	56	16	73	313
04:30 PM	24	31	6	61	13	58	38	109	14	27	18	59	3	54	16	73	302
04:45 PM	26	22	6	54	15	54	33	102	22	26	16	64	5	62	20	87	307
Total	119	125	21	265	48	227	125	400	88	121	65	274	17	235	75	327	1266
05:00 PM	26	29	2	57	9	62	30	101	25	38	19	82	7	71	26	104	344
05:15 PM	29	31	5	65	18	64	37	119	22	29	20	71	4	73	15	92	347
05:30 PM	29	30	1	60	5	60	28	93	40	26	18	84	7	70	14	91	328
05:45 PM	27	18	2	47	17	60	27	104	18	37	11	66	7	59	18	84	301
Total	111	108	10	229	49	246	122	417	105	130	68	303	25	273	73	371	1320
Grand Total	230	233	31	494	97	473	247	817	193	251	133	577	42	508	148	698	2586
Apprch %	46.6	47.2	6.3		11.9	57.9	30.2		33.4	43.5	23.1		6	72.8	21.2		
Total %	8.9	9	1.2	19.1	3.8	18.3	9.6	31.6	7.5	9.7	5.1	22.3	1.6	19.6	5.7	27	
Passenger Vehicles	226	228	30	484	96	470	243	809	192	246	133	571	41	504	144	689	2553
% Passenger Vehicles	98.3	97.9	96.8	98	99	99.4	98.4	99	99.5	98	100	99	97.6	99.2	97.3	98.7	98.7
Large 2 Axle Vehicles	4	3	1	8	1	3	2	6	1	4	0	5	1	3	4	8	27
% Large 2 Axle Vehicles	1.7	1.3	3.2	1.6	1	0.6	0.8	0.7	0.5	1.6	0	0.9	2.4	0.6	2.7	1.1	1
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	0.9	0	0.4	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	0	0.8	0.2	0	0.4	0	0.2	0	0	0	0	0.1

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	26	22	6	54	15	54	33	102	22	26	16	64	5	62	20	87	307
05:00 PM	26	29	2	57	9	62	30	101	25	38	19	82	7	71	26	104	344
05:15 PM	29	31	5	65	18	64	37	119	22	29	20	71	4	73	15	92	347
05:30 PM	29	30	1	60	5	60	28	93	40	26	18	84	7	70	14	91	328
Total Volume	110	112	14	236	47	240	128	415	109	119	73	301	23	276	75	374	1326
% App. Total	46.6	47.5	5.9		11.3	57.8	30.8		36.2	39.5	24.3		6.1	73.8	20.1		
PHF	.948	.903	.583	.908	.653	.938	.865	.872	.681	.783	.913	.896	.821	.945	.721	.899	.955

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	32	36	8	76	13	58	38	109	25	38	19	82	5	62	20	87
+15 mins.	37	36	1	74	15	54	33	102	22	29	20	71	7	71	26	104
+30 mins.	24	31	6	61	9	62	30	101	40	26	18	84	4	73	15	92
+45 mins.	26	22	6	54	18	64	37	119	18	37	11	66	7	70	14	91
Total Volume	119	125	21	265	55	238	138	431	105	130	68	303	23	276	75	374
% App. Total	44.9	47.2	7.9		12.8	55.2	32		34.7	42.9	22.4		6.1	73.8	20.1	
PHF	.804	.868	.656	.872	.764	.930	.908	.905	.656	.855	.850	.902	.821	.945	.721	.899

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Passenger Vehicles

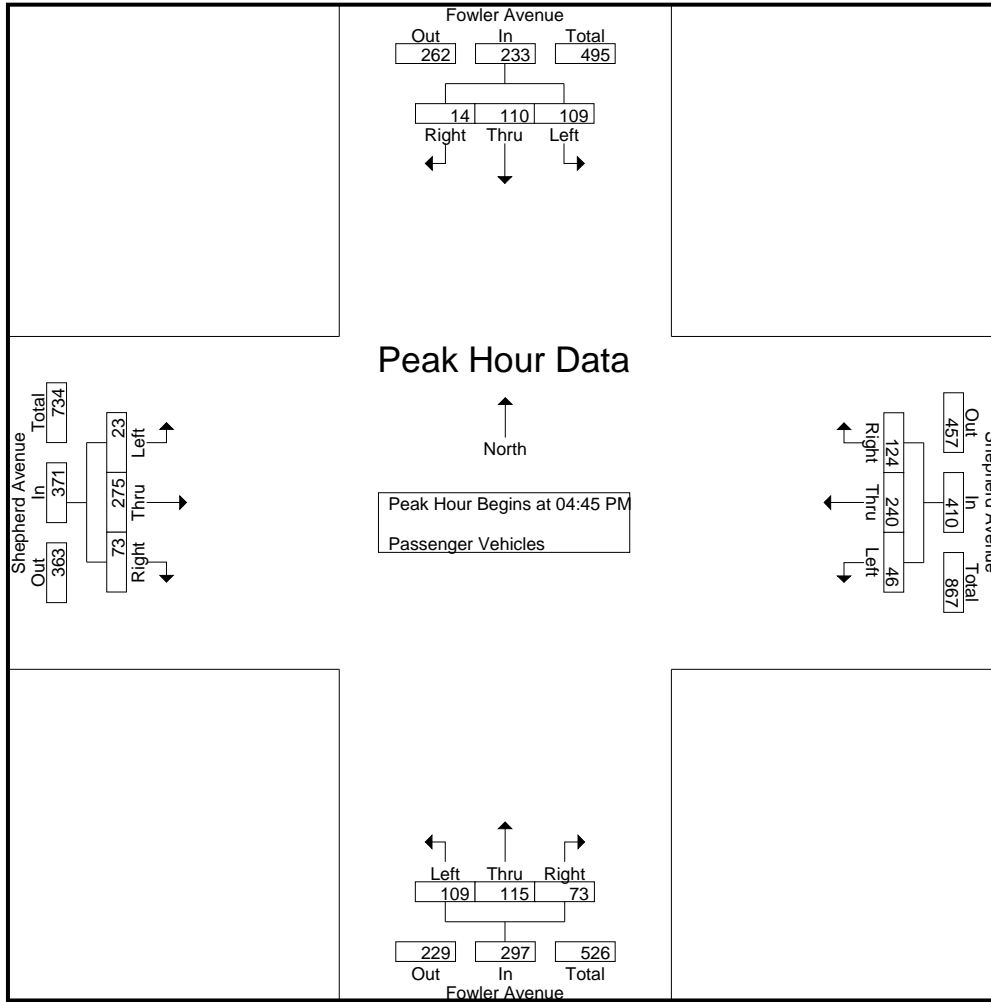
Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	31	35	7	73	5	53	33	91	26	35	18	79	8	60	23	91	334
04:15 PM	35	35	1	71	15	59	21	95	25	32	13	70	1	56	15	72	308
04:30 PM	24	31	6	61	13	58	38	109	14	27	18	59	3	54	15	72	301
04:45 PM	26	22	6	54	15	54	33	102	22	26	16	64	5	61	19	85	305
Total	116	123	20	259	48	224	125	397	87	120	65	272	17	231	72	320	1248
05:00 PM	26	29	2	57	9	62	29	100	25	36	19	80	7	71	26	104	341
05:15 PM	28	30	5	63	17	64	35	116	22	27	20	69	4	73	14	91	339
05:30 PM	29	29	1	59	5	60	27	92	40	26	18	84	7	70	14	91	326
05:45 PM	27	17	2	46	17	60	27	104	18	37	11	66	6	59	18	83	299
Total	110	105	10	225	48	246	118	412	105	126	68	299	24	273	72	369	1305
Grand Total	226	228	30	484	96	470	243	809	192	246	133	571	41	504	144	689	2553
Apprch %	46.7	47.1	6.2		11.9	58.1	30		33.6	43.1	23.3		6	73.1	20.9		
Total %	8.9	8.9	1.2	19	3.8	18.4	9.5	31.7	7.5	9.6	5.2	22.4	1.6	19.7	5.6	27	

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	26	22	6	54	15	54	33	102	22	26	16	64	5	61	19	85	305
05:00 PM	26	29	2	57	9	62	29	100	25	36	19	80	7	71	26	104	341
05:15 PM	28	30	5	63	17	64	35	116	22	27	20	69	4	73	14	91	339
05:30 PM	29	29	1	59	5	60	27	92	40	26	18	84	7	70	14	91	326
Total Volume	109	110	14	233	46	240	124	410	109	115	73	297	23	275	73	371	1311
% App. Total	46.8	47.2	6		11.2	58.5	30.2		36.7	38.7	24.6		6.2	74.1	19.7		
PHF	.940	.917	.583	.925	.676	.938	.886	.884	.681	.799	.913	.884	.821	.942	.702	.892	.961

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	26	22	6	54	15	54	33	102	22	26	16	64	5	61	19	85
+15 mins.	26	29	2	57	9	62	29	100	25	36	19	80	7	71	26	104
+30 mins.	28	30	5	63	17	64	35	116	22	27	20	69	4	73	14	91
+45 mins.	29	29	1	59	5	60	27	92	40	26	18	84	7	70	14	91
Total Volume	109	110	14	233	46	240	124	410	109	115	73	297	23	275	73	371
% App. Total	46.8	47.2	6		11.2	58.5	30.2		36.7	38.7	24.6		6.2	74.1	19.7	
PHF	.940	.917	.583	.925	.676	.938	.886	.884	.681	.799	.913	.884	.821	.942	.702	.892

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

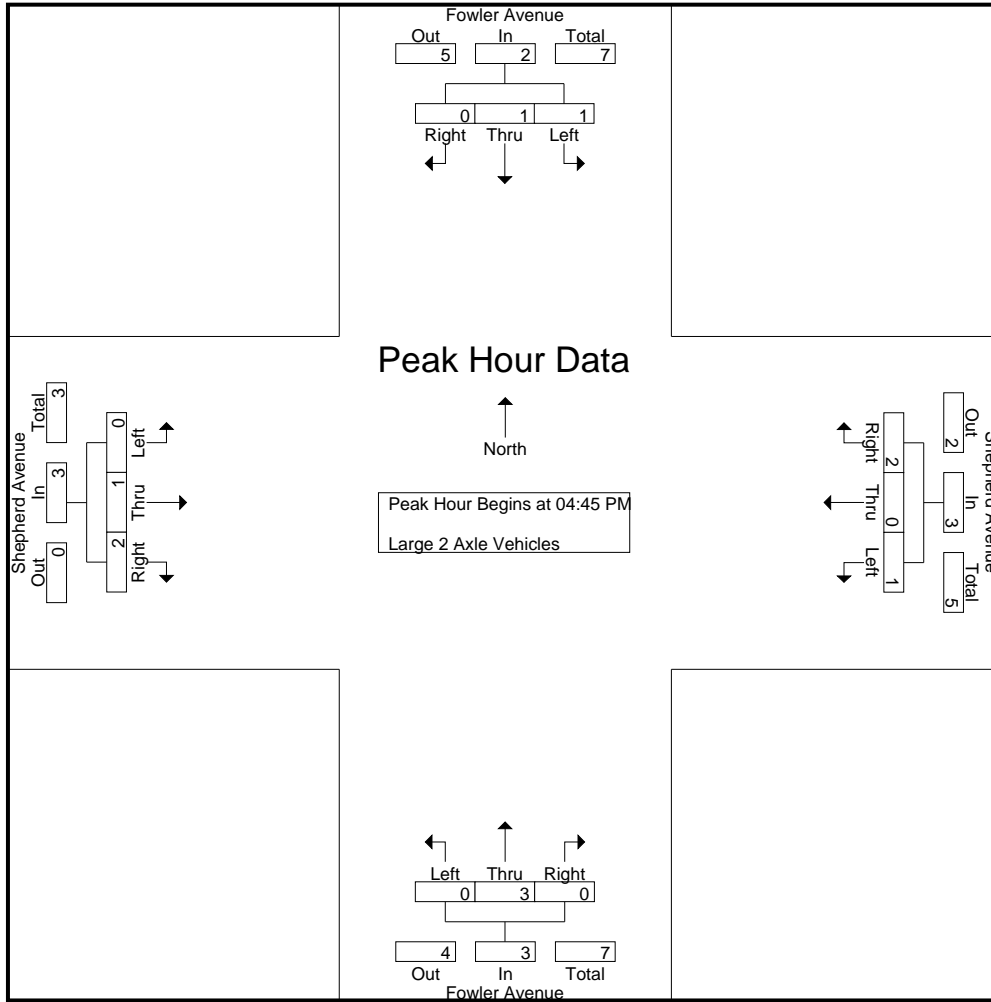
Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	1	2	0	2	0	2	1	1	0	2	0	2	0	2	8
04:15 PM	2	1	0	3	0	1	0	1	0	0	0	0	0	0	1	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	3	1	1	5	0	3	0	3	1	1	0	2	0	3	3	6	16
05:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
05:15 PM	1	0	0	1	1	0	1	2	0	2	0	2	0	0	1	1	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	2	0	3	1	0	2	3	0	3	0	3	1	0	1	2	11
Grand Total	4	3	1	8	1	3	2	6	1	4	0	5	1	3	4	8	27
Apprch %	50	37.5	12.5		16.7	50	33.3		20	80	0		12.5	37.5	50		
Total %	14.8	11.1	3.7	29.6	3.7	11.1	7.4	22.2	3.7	14.8	0	18.5	3.7	11.1	14.8	29.6	

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
05:15 PM	1	0	0	1	1	0	1	2	0	2	0	2	0	0	1	1	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	1	0	2	3	0	3	0	3	0	1	2	3	11
% App. Total	50	50	0		33.3	0	66.7		0	100	0		0	33.3	66.7		
PHF	.250	.250	.000	.500	.250	.000	.500	.375	.000	.375	.000	.375	.000	.250	.500	.375	.458

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0
+30 mins.	1	0	0	1	1	0	1	2	0	2	0	2	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	1	0	2	3	0	3	0	3	0	1	2	3
% App. Total	50	50	0		33.3	0	66.7		0	100	0		0	33.3	66.7	
PHF	.250	.250	.000	.500	.250	.000	.500	.375	.000	.375	.000	.375	.000	.250	.500	.375

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Apprch %	0	100	0		0	0	0		0	0	0		0	100	0		
Total %	0	66.7	0	66.7	0	0	0		0	0	0		0	33.3	0	33.3	

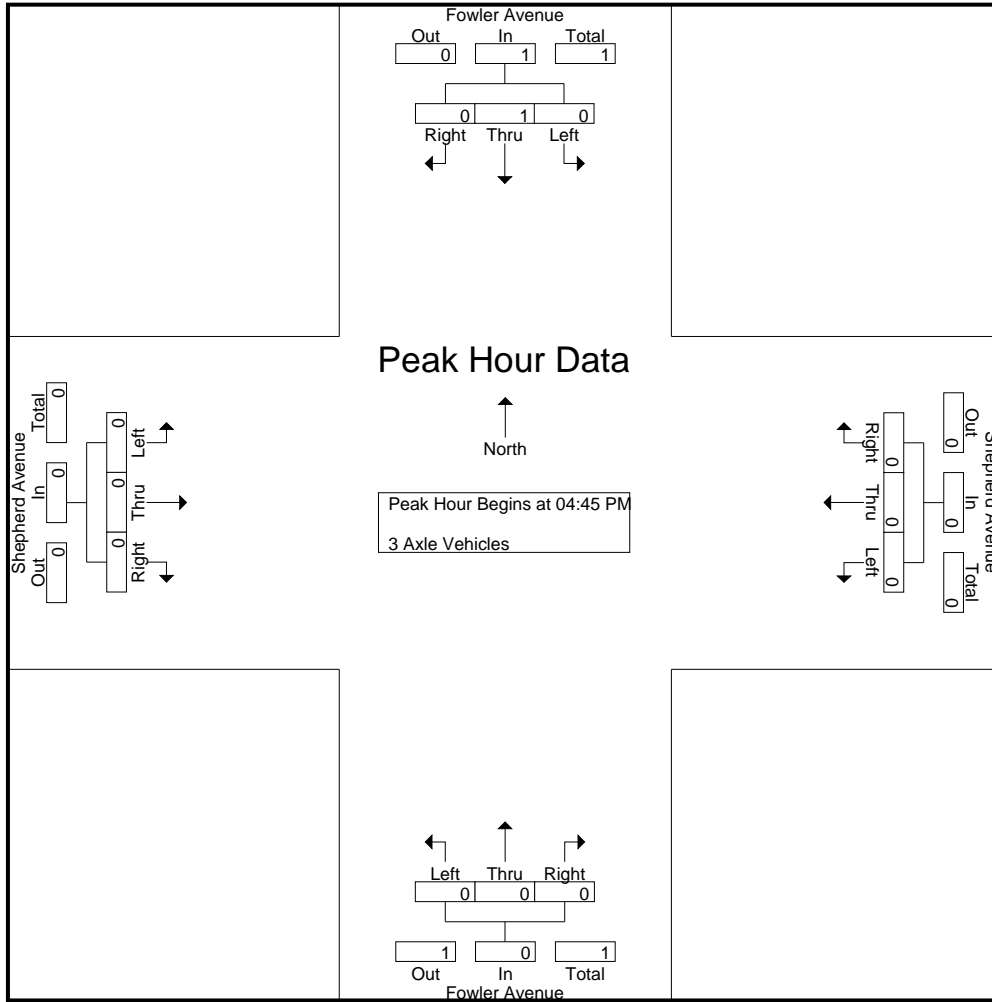
Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

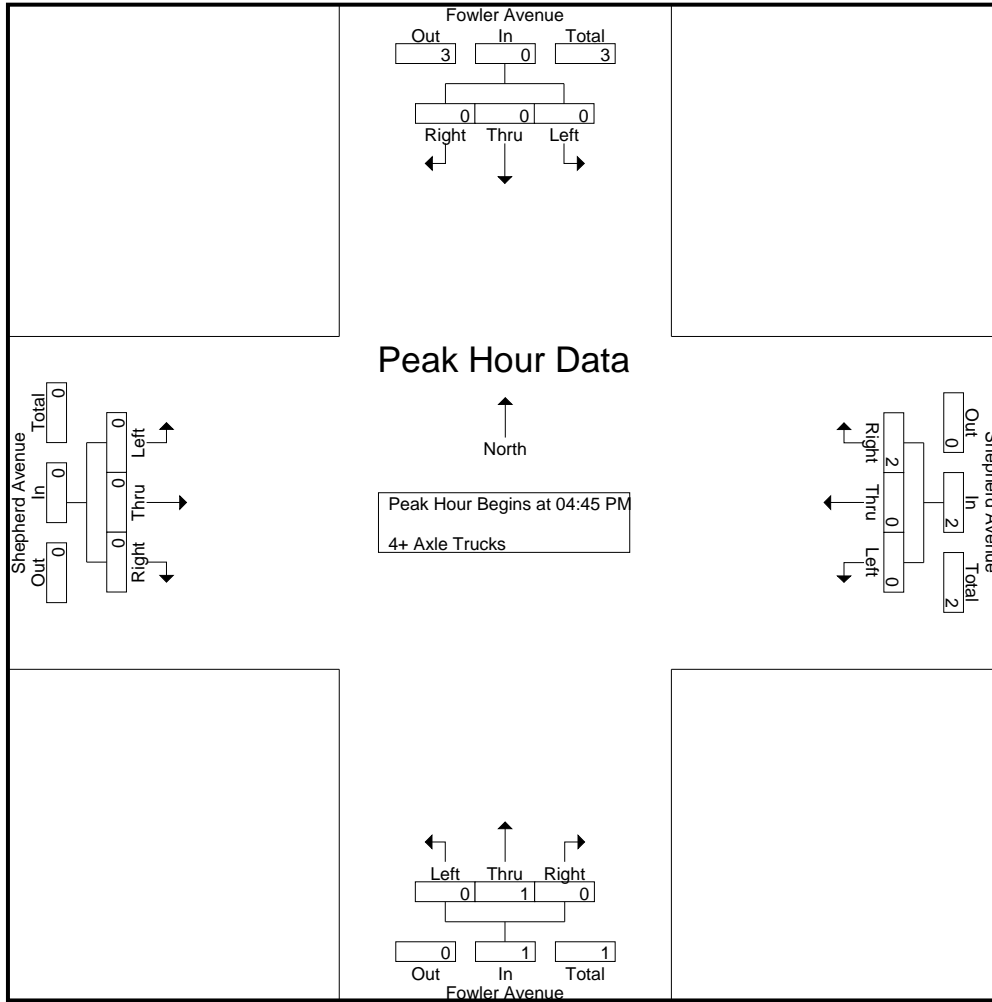
Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
Grand Total	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
Apprch %	0	0	0		0	0	100		0	100	0		0	0	0		
Total %	0	0	0		0	0	66.7	66.7	0	33.3	0	33.3	0	0	0		

Start Time	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
% App. Total	0	0	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.750

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue
 Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
 Site Code : 00322473
 Start Date : 5/24/2022
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	100	100	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000

Location: Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Fowler Avenue	East Leg Shepherd Avenue	South Leg Fowler Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Fowler Avenue	East Leg Shepherd Avenue	South Leg Fowler Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	1	2
TOTAL VOLUMES:	1	0	0	2	3

Location: Clovis
 N/S: Fowler Avenue
 E/W: Shepherd Avenue



Date: 5/24/2022
 Day: Tuesday

BICYCLES

	Southbound Fowler Avenue			Westbound Shepherd Avenue			Northbound Fowler Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	1	0	1	1	0	0	0	0	0	2	0	5

	Southbound Fowler Avenue			Westbound Shepherd Avenue			Northbound Fowler Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

Counts Unlimited, Inc.

City of Clovis
 Shepherd Avenue
 B/ Willow Avenue - Minnewawa Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

CVS004
 Site Code: 003-22473

Start Time	24-May-22 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	85			13	70				
12:15		8	110			10	93				
12:30		10	82			5	90				
12:45		3	105	38	382	6	95	34	348	72	730
01:00		4	90			6	83				
01:15		3	84			3	88				
01:30		5	87			4	69				
01:45		3	89	15	350	6	87	19	327	34	677
02:00		2	92			5	70				
02:15		3	88			0	77				
02:30		4	119			0	83				
02:45		2	122	11	421	1	94	6	324	17	745
03:00		2	108			1	93				
03:15		2	137			3	120				
03:30		1	125			1	106				
03:45		3	102	8	472	5	104	10	423	18	895
04:00		4	109			3	116				
04:15		4	103			7	104				
04:30		5	134			8	109				
04:45		8	124	21	470	14	125	32	454	53	924
05:00		3	139			11	107				
05:15		8	128			17	135				
05:30		30	145			21	126				
05:45		38	126	79	538	31	127	80	495	159	1033
06:00		34	134			28	91				
06:15		34	110			44	117				
06:30		49	121			50	108				
06:45		59	94	176	459	72	73	194	389	370	848
07:00		69	105			93	83				
07:15		109	106			88	75				
07:30		124	96			102	52				
07:45		123	78	425	385	130	61	413	271	838	656
08:00		109	70			99	61				
08:15		86	93			98	70				
08:30		81	77			87	51				
08:45		72	91	348	331	107	49	391	231	739	562
09:00		56	69			92	40				
09:15		59	65			60	36				
09:30		84	62			98	24				
09:45		80	36	279	232	99	32	349	132	628	364
10:00		62	39			76	26				
10:15		67	30			84	30				
10:30		73	23			63	29				
10:45		84	21	286	113	80	19	303	104	589	217
11:00		66	24			95	9				
11:15		74	11			88	11				
11:30		84	12			101	9				
11:45		76	6	300	53	112	10	396	39	696	92
Total		1986	4206	1986	4206	2227	3537	2227	3537	4213	7743
Combined Total		6192		6192		5764		5764		11956	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	465	-	-	-	429	-	-	-	-	-
P.H.F.	-	0.938	-	-	-	0.825	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	538	-	-	-	495	-	-	-	-
P.H.F.	-	-	0.928	-	-	-	0.917	-	-	-	-
Percentage		32.1%	67.9%			38.6%	61.4%				
ADT/AADT		ADT 11,956		AADT 11,956							

Counts Unlimited, Inc.

City of Clovis
 Shepherd Avenue
 B/ Clovis Avenue - Sunnyside Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

CVS006
 Site Code: 003-22473

Start Time	24-May-22 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	67			11	55				
12:15		7	79			8	58				
12:30		7	75			4	58				
12:45		2	86	25	307	6	59	29	230	54	537
01:00		2	65			4	75				
01:15		4	61			3	56				
01:30		7	83			2	65				
01:45		6	67	19	276	5	52	14	248	33	524
02:00		3	71			5	65				
02:15		2	81			0	66				
02:30		3	73			0	97				
02:45		3	129	11	354	3	74	8	302	19	656
03:00		1	128			0	89				
03:15		2	129			1	84				
03:30		2	94			2	86				
03:45		0	79	5	430	4	91	7	350	12	780
04:00		4	83			5	80				
04:15		0	82			4	99				
04:30		3	81			8	94				
04:45		7	101	14	347	10	87	27	360	41	707
05:00		3	107			10	95				
05:15		6	105			15	110				
05:30		17	105			13	96				
05:45		31	102	57	419	23	86	61	387	118	806
06:00		39	88			29	71				
06:15		24	110			39	80				
06:30		47	89			55	79				
06:45		54	85	164	372	63	64	186	294	350	666
07:00		44	68			86	58				
07:15		96	87			118	52				
07:30		102	69			137	42				
07:45		125	68	367	292	98	47	439	199	806	491
08:00		104	55			90	40				
08:15		76	87			94	58				
08:30		63	75			80	53				
08:45		63	68	306	285	86	34	350	185	656	470
09:00		60	54			63	33				
09:15		71	47			62	25				
09:30		58	47			73	24				
09:45		72	38	261	186	88	30	286	112	547	298
10:00		58	27			64	20				
10:15		81	28			63	14				
10:30		60	25			50	22				
10:45		57	13	256	93	78	17	255	73	511	166
11:00		70	15			64	10				
11:15		57	9			82	10				
11:30		63	7			83	9				
11:45		71	7	261	38	95	8	324	37	585	75
Total		1746	3399	1746	3399	1986	2777	1986	2777	3732	6176
Combined Total		5145		5145		4763		4763		9908	
AM Peak Vol.	-	07:15	-	-	-	07:15	-	-	-	-	-
P.H.F.	-	0.854	-	-	-	0.808	-	-	-	-	-
PM Peak Vol.	-	-	02:45	-	-	-	04:45	-	-	-	-
P.H.F.	-	-	0.930	-	-	-	0.882	-	-	-	-
Percentage		33.9%	66.1%			41.7%	58.3%				
ADT/AADT		ADT 9,908		AADT 9,908							

Counts Unlimited, Inc.

City of Clovis
 Clovis Avenue
 B/ Teague Avenue - Nees Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

CVS015
 Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	68			4	77				
12:15		8	94			2	62				
12:30		8	91			6	71				
12:45		3	64	28	317	3	83	15	293	43	610
01:00		1	63			1	55				
01:15		5	80			0	54				
01:30		2	94			1	60				
01:45		1	67	9	304	1	58	3	227	12	531
02:00		4	65			3	58				
02:15		3	80			2	59				
02:30		2	87			1	71				
02:45		2	108	11	340	1	98	7	286	18	626
03:00		2	101			1	110				
03:15		0	111			2	147				
03:30		1	97			1	107				
03:45		3	91	6	400	3	89	7	453	13	853
04:00		2	118			4	74				
04:15		2	97			10	88				
04:30		1	117			9	70				
04:45		3	110	8	442	14	73	37	305	45	747
05:00		11	144			15	105				
05:15		9	134			17	69				
05:30		9	106			23	76				
05:45		24	95	53	479	29	61	84	311	137	790
06:00		20	97			26	78				
06:15		22	92			45	75				
06:30		42	64			43	60				
06:45		65	65	149	318	65	55	179	268	328	586
07:00		69	58			81	45				
07:15		128	64			95	49				
07:30		173	78			160	30				
07:45		105	80	475	280	148	46	484	170	959	450
08:00		88	79			117	31				
08:15		62	69			131	37				
08:30		58	63			101	36				
08:45		50	61	258	272	71	37	420	141	678	413
09:00		48	66			60	32				
09:15		52	54			67	30				
09:30		48	38			70	28				
09:45		58	34	206	192	67	23	264	113	470	305
10:00		53	29			65	16				
10:15		69	32			69	9				
10:30		50	19			58	15				
10:45		57	19	229	99	59	10	251	50	480	149
11:00		74	19			52	14				
11:15		58	14			85	7				
11:30		85	12			56	12				
11:45		71	12	288	57	85	10	278	43	566	100
Total		1720	3500	1720	3500	2029	2660	2029	2660	3749	6160
Combined Total		5220		5220		4689		4689		9909	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	494	-	-	-	556	-	-	-	-	-
P.H.F.	-	0.714	-	-	-	0.869	-	-	-	-	-
PM Peak	-	-	04:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	505	-	-	-	462	-	-	-	-
P.H.F.	-	-	0.877	-	-	-	0.786	-	-	-	-
Percentage		33.0%	67.0%			43.3%	56.7%				
ADT/AADT		ADT 9,909		AADT 9,909							



Movement	NL	ST	EL	WT	SL	NT	WL	ET		
Times [1.1.1]	1	2	3	4	5	6	7	8	9	10
Min Green	8	8	8	8	8	8	8	8	0	0
Gap, Ext	2	5.8	2	4.5	2	5.8	2	5.2	0	0
Max 1	20	45	20	30	20	45	20	30	0	0
Max 2	12	35	12	20	12	35	12	20	0	0
Yel Clearance	4.3	4.7	3.6	4.8	4.3	4.7	3	4.8	0	0
Red Clearance	2	1	1	1	1	1	1	1	0	0
Walk	0	5	0	5	0	5	0	5	0	0
Ped Clearance	0	30	0	35	0	28	0	35	0	0
Red Revert	2	2	2	2	2	2	2	2	0	0
Add Initial	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0
Time B4 Reduct	0	8	0	8	0	8	0	8	0	0
Cars B4 Reduct	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	25	0	15	0	25	0	15	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0
Min Gap	2	2	2	2	2	2	2	2	0	0
DyMaxLim	0	0	0	0	0	0	0	0	0	0
Max Step	0	0	0	0	0	0	0	0	0	0

Phase Options+ [1.1.3]										
Options+	1	2	3	4	5	6	7	8	9	10
Reservice										
PedClr Thru Yel										
SkipRed-NoCall										
Red Rest										
Max II										
*Max III										
Max Inhibit										
Ped Delay										
Red Rest on Gap										
Conflicting Phase	0	0	0	0	0	0	0	0	0	0
Gm/Ped Delay										
Omit Yel, Yel P	0	0	0	0	0	0	0	0	0	0
Ped Out/Olp Ped										
StartYel, Next P	0	0	0	0	0	0	0	0	0	0
*StartupVehCall	1	2	3	4	5	6	7	8		
*StartupPedCall										

Unit Params [1.2.1]			
Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	2
MCE Timeout	0	Auto Ped Clear	OFF
Loc Fish Start	RSt	Display Time	60
Yellow < 3"	OFF	Tone Disable	ON
Allow Skip Yel	OFF	AudioPedTime	0
Start Red Tm	6	Phase Mode	STD8
Startup Calls	UseProg	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFit Actn	ALARM
Prmpt/Ext Coord	EXT	Clrc Decide	OFF
Aux Switch	STOPTM	LPAIt Srs	3-6
*InhFYA Red St	OFF	Security Delay	0
RingAigo	0		

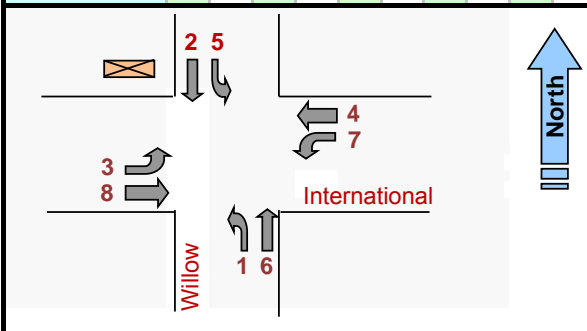
Phase Seq. (2 ring) Chart [1.2.4]										
Seq #	Ring	Phases								
1	1	1	2	3	4	0	0			
	2	5	6	7	8	0	0			
2	1	1	2	3	4	0	0			
	2	6	5	7	8	0	0			
3	1	2	1	3	4	0	0			
	2	5	6	7	8	0	0			
4	1	2	1	3	4	0	0			
	2	6	5	7	8	0	0			
5	1	1	2	3	4	0	0			
	2	5	6	7	8	0	0			
6	1	1	2	3	4	0	0			
	2	6	5	8	7	0	0			
7	1	2	1	3	4	0	0			
	2	5	6	8	7	0	0			
8	1	2	1	3	4	0	0			
	2	6	5	8	7	0	0			
9	1	1	2	4	3	0	0			
	2	5	6	7	8	0	0			
10	1	1	2	4	3	0	0			
	2	6	5	7	8	0	0			
11	1	2	1	4	3	0	0			
	2	5	6	7	8	0	0			
12	1	2	1	4	3	0	0			
	2	6	5	7	8	0	0			
13	1	1	2	4	3	0	0			
	2	5	6	8	7	0	0			
14	1	1	2	4	3	0	0			
	2	6	5	8	7	0	0			
15	1	2	1	4	3	0	0			
	2	5	6	8	7	0	0			
16	1	2	1	4	3	0	0			
	2	6	5	8	7	0	0			

Phase Concurrency [1.1.4]										
Phase	Ring	StartUp	Concurrent Phases							
1	1	RED	5	6	0	0				
2	1	GREEN	5	6	0	0				
3	1	RED	7	8	0	0				
4	1	RED	7	8	0	0				
5	2	RED	1	2	0	0				
6	2	GREEN	1	2	0	0				
7	2	RED	3	4	0	0				
8	2	RED	3	4	0	0				
9	0	RED	0	0	0	0				
10	0	RED	0	0	0	0				
11	0	RED	0	0	0	0				
12	0	RED	0	0	0	0				

Comm Ports [6.6]			
Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	OFF		
TS2CVM	NONE		
Opticom	NONE		
GPS	NONE		

Times+ [1.1.7]								
	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GmFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFish	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
NoPed Reserv								

Comm [6.2]		
Port	Baud Rate	FCM
1	38400	6
2	9600	6
3	9600	6
4	9600	6




Host IPs			
IP Address:	10	53	27
Mask:	255	255	255
Gateway:	10	53	27
Port #:	5126		

NAME:	International & Willow	ID:	288	Configuration:	Standard File
Prepared by:	JT	Date Installed / By:	2/29/2020 (JT)		
Checked by:	JT	Date Superseded:			

V76.12/13	
Updated 12/6/17	
Date Printed:	2/29/20
Page 1	

[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits										[2.5] Transition																					
		Pat#	Cyc	Off	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	9	10	Pat#	Short	Long	Dwell	No Shortway Ø			E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI						
Test OpMode	0	1	0	0	1	1	Split	0	0	0	0	0	0	0	0	0	0	1	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Correction	SHRT/LNG						Crd-P																															
Maximum	MAX INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
Force Mode	FIXED	2	0	0	2	1	Split	0	0	0	0	0	0	0	0	0	0	2	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Flash Mode	CHANNEL						Crd-P																															
Coord Modes+ (Page 2)							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
FreeonSeqCh	ON	3	0	0	3	1	Split	16	46	14	42	14	48	14	42	0	0	3	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Closed Loop	OFF						Crd-P		X																													
External	OFF						Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON																NON	NON	NON			
Latch Sec Frc	OFF	4	0	0	4	1	Split	0	0	0	0	0	0	0	0	0	0	4	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Stop-in-Walk	OFF						Crd-P																															
Ped Recycle	P1256_INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON			
Expand Split	OFF	5	0	0	5	1	Split	0	0	0	0	0	0	0	0	0	0	5	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Easy Float	OFF						Crd-P																															
Auto Reset	ON						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON			
NTCIP Yield	+ 0	6	0	0	6	1	Split	0	0	0	0	0	0	0	0	0	0	6	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Leave Walk							Crd-P																															
Before	TIMED						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON			
After	TIMED	7	0	0	7	1	Split	0	0	0	0	0	0	0	0	0	0	7	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Intersection Name: International & Willow							Crd-P																															
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON			
		ID: 288	Date Printed: 2/29/2020	City of FRESNO	8	0	0	8	1	Split	0	0	0	0	0	0	0	0	0	8	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF				
Crd-P																																						
Mode	NON									NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	
9	0	0	9	1	9	1	Split	0	0	0	0	0	0	0	0	0	0	9	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF						
							Crd-P																															
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
10	0	0	10	1	10	1	Split	0	0	0	0	0	0	0	0	0	0	10	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF						
							Crd-P																															
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
11	0	0	0	1	11	1	Split	0	0	0	0	0	0	0	0	0	0	11		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF						
							Crd-P																															
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
12	0	0	0	1	12	1	Split	0	0	0	0	0	0	0	0	0	0	12	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF						
							Crd-P																															
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
13	0	0	0	1	13	1	Split	0	0	0	0	0	0	0	0	0	0	13		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF						
							Crd-P																															
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		

[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits										[2.5] Transition																																			
		Pat#	Cyc	Off	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	9	10	Pat#	Short	Long	Dwell	No Shortway Ø			E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI																				
Test OpMode	0	20	0	0	1	20	Split	0	0	0	0	0	0	0	0	0	0	20	17	0	0	0	0	0	0	0	0	0	0	-	-	-	-	OFF																		
Correction	SHRT/LNG						Crd-P																																Crd-P													
Maximum	MAX INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																		NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Force Mode	FIXED	21	0	0	1	21	Split	0	0	0	0	0	0	0	0	0	0	21	0	17	0	0	0	0	0	0	0	0	0	-	-	-	-	OFF																		
Flash Mode	CHANNEL						Crd-P																															Crd-P														
Coord Modes+ (Page 2)							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																		NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
FreeonSeqCh	ON	22	0	0	1	22	Split	0	0	0	0	0	0	0	0	0	0	22	17	0	0	0	0	0	0	0	0	0	-	-	-	-	OFF																			
Closed Loop	OFF						Crd-P																														Crd-P															
External	OFF						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Latch Sec Frc	OFF	23	0	0	1	23	Split	0	0	0	0	0	0	0	0	0	0	23	0	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																			
Stop-in-Walk	OFF						Crd-P																														Crd-P															
Ped Recycle	P1256_INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Expand Split	OFF	24	0	0	1	24	Split	0	0	0	0	0	0	0	0	0	0	24	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																				
Easy Float	OFF						Crd-P																													Crd-P																
Auto Reset	ON						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
NTCIP Yield	+ 0	25	0	0	1	25	Split	0	0	0	0	0	0	0	0	0	0	25	0	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																			
Leave Walk							Crd-P																														Crd-P															
Before	TIMED						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
After	TIMED	26	0	0	1	26	Split	0	0	0	0	0	0	0	0	0	0	26	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																				
Intersection Name: International & Willow							Crd-P																													Crd-P																
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
		ID: 288	Date Printed: 2/29/2020	City of  FRESNO	27	0	0	1	27	Split	0	0	0	0	0	0	0	0	0	27	0	17	0	0	0	0	0	0	0	-	-	-	-	OFF																		
Crd-P																																					Crd-P															
Mode	NON									NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
28	0	0	1	28	Split	0	0	0	0	0	0	0	0	0	0	0	28	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																					
					Crd-P																												Crd-P																			
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	
29	0	0	1	29	Split	0	0	0	0	0	0	0	0	0	0	0	29	0	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																				
					Crd-P																													Crd-P																		
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
30	0	0	1	30	Split	0	0	0	0	0	0	0	0	0	0	0	30	17	0	0	0	0	0	0	0	0	0	-	-	-	-	OFF																				
					Crd-P																													Crd-P																		
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
31	0	0	1	31	Split	0	0	0	0	0	0	0	0	0	0	0	31	0	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																				
					Crd-P																													Crd-P																		
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
32	0	0	1	32	Split	0	0	0	0	0	0	0	0	0	0	0	32	17	0	0	0	0	0	0	0	0	0	-	-	-	-	OFF																				
					Crd-P																													Crd-P																		
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

[2.7.X.3] TSP Split Table

Pat#	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
1	0	0	1	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
TimEstDep					0	0	0	0							
2	0	0	2	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
TimEstDep					0	0	0	0							
3	0	0	3	1		16	46	14	42	14	48	14	42	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
TimEstDep					0	0	0	0							
4	0	0	4	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
TimEstDep					0	0	0	0							
5	0	0	5	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
TimEstDep					0	0	0	0							

[2.9.2.(1-8)] Strategy Tables

STRATEGY_1	STRATEGY_2	STRATEGY_3	STRATEGY_4	STRATEGY_5	STRATEGY_6	STRATEGY_7	STRATEGY_8																																																																																																																								
<table border="1"> <tr><td>SvcPhases</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Phs Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Ped Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	SvcPhases	0	0	0	0	Phs Omits	0	0	0	0	Ped Omits	0	0	0	0	<table border="1"> <tr><td>SvcPhases</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Phs Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Ped Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	SvcPhases	0	0	0	0	Phs Omits	0	0	0	0	Ped Omits	0	0	0	0	<table border="1"> <tr><td>SvcPhases</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Phs Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Ped Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	SvcPhases	0	0	0	0	Phs Omits	0	0	0	0	Ped Omits	0	0	0	0	<table border="1"> <tr><td>SvcPhases</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Phs Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Ped Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	SvcPhases	0	0	0	0	Phs Omits	0	0	0	0	Ped Omits	0	0	0	0	<table border="1"> <tr><td>SvcPhases</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Phs Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Ped Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	SvcPhases	0	0	0	0	Phs Omits	0	0	0	0	Ped Omits	0	0	0	0	<table border="1"> <tr><td>SvcPhases</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Phs Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Ped Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	SvcPhases	0	0	0	0	Phs Omits	0	0	0	0	Ped Omits	0	0	0	0	<table border="1"> <tr><td>SvcPhases</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Phs Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Ped Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	SvcPhases	0	0	0	0	Phs Omits	0	0	0	0	Ped Omits	0	0	0	0	<table border="1"> <tr><td>SvcPhases</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Phs Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Ped Omits</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	SvcPhases	0	0	0	0	Phs Omits	0	0	0	0	Ped Omits	0	0	0	0
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Ped Omits	0	0	0	0																																																																																																																											
6	0	0	6	1		0	0	0	0	0	0	0	0	0	0																																																																																																																
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0																																																																																																																
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0																																																																																																																
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TimEstDep					0	0	0	0																																																																																																																							
9 - FREE	0	0	9	1		0	0	0	0	0	0	0	0	0	0																																																																																																																
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0																																																																																																																
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0																																																																																																																
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TimEstDep					0	0	0	0																																																																																																																							

Overlap 1-8 Program Params & Parm+ [1.5.2.1] [1.5.2.8]		
1	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
A	Conflict Olap	Red 1
	Conflict Ped	
2	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
B	Conflict Olap	Red 1
	Conflict Ped	
3	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
C	Conflict Olap	Red 1
	Conflict Ped	
4	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
D	Conflict Olap	Red 1
	Conflict Ped	
5	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
E	Conflict Olap	Red 1
	Conflict Ped	
6	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
F	Conflict Olap	Red 1
	Conflict Ped	
7	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
G	Conflict Olap	Red 1
	Conflict Ped	
8	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
H	Conflict Olap	Red 1
	Conflict Ped	

Preemption Options+ [3.Pre #.6]									
Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min	
1	OFF	RAIL	TS2		OFF	OFF	OFF	MAX	
2	OFF	RAIL	TS2	0	OFF	OFF	OFF	MAX	
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX	
4	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX	
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX	
6	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX	

Preemption Times [3.#.1]									
Pre #	Delay	MinDura	MaxPres	MinGm	MinWk	PedClr	Track Gm	Min Dwell	
1									
2	0	0	0	0	0	0	0	0	
3		10	60	6		31		10	
4	0	10	60	6	0	31	0	10	
5		10	60	6		31		10	
6	0	10	60	6	0	31	0	10	

Preemption, Options [3.#.3]						
Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt	Flash Dwell	Link	
1	OFF		OFF		ON	
2	OFF		OFF		OFF 0	
3	OFF		OFF		OFF	
4	OFF		OFF		OFF 0	
5	OFF		OFF		OFF	
6	OFF		OFF		OFF 0	

Preemption, Times+ [3.#.4]						
Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red	
1						
2	0	0	0	0	0	
3		20	10	3.9	2	
4	0	20	10	3.9	2	
5		20	10	3.9	2	
6	0	20	10	3.9	2	

Pre 1 = RR1
 Pre 2 = RR2
 Pre 3 = EVA
 Pre 4 = EVB
 Pre 5 = EVC
 Pre 6 = EVD

Phases [3.#.2] - set the Dwell Phases											
Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	6	1								
	Peds										
6	Dwell Veh	8	3								
	Peds										

Phases [3.#.2] - Trk Veh	
Pre #	Phases
1	
2	
3	
4	
5	
6	

Exit Phases [3.#.2]		
No.	Exit Phase	
1		
2		
3	2	5
4	4	7
5	1	6
6	3	8

Overlaps+ [3.#.5]											
Pre #	Track	Preempt Overlaps +									
1	Dwell	0	0	0	0	0	0	0	0	0	0
2	Dwell	0	0	0	0	0	0	0	0	0	0
3	Dwell	0	0	0	0	0	0	0	0	0	0
4	Dwell	0	0	0	0	0	0	0	0	0	0
5	Dwell	0	0	0	0	0	0	0	0	0	0
6	Dwell	0	0	0	0	0	0	0	0	0	0

OLP GENERAL PARAMETERS [1.5.1]	
Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	ON
Xtra Incl Phases	OFF
InhibitLockInterval	Always
Channel Parameters [1.8.3]	
Pre Invert Rail Input	OFF

Prog Params+ (MM>1>5>2>X>3)				
Leading Green	OFF	FYA MCE Disable	OFF	
Transit Input	0	FYA Skip Red	OFF	
FYA Delay Time	0	FYA AfterPreempt	OFF	
Ped Call Clear	OFF			
Ped ClearTime	0	FYA ImmedReturn	OFF	
Green Ext Inh	0	0	0	

OverlapB+: 1-A			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

OverlapB+: 2-B				
Leading Green	OFF	FYA MCE Disable	OFF	
Transit Input	0	FYA Skip Red	OFF	
FYA Delay Time	0	FYA AfterPreempt	OFF	
Ped Call Clear	OFF			
Ped ClearTime	0	FYA ImmedReturn	OFF	
Green Ext Inh	0	0	0	

OverlapB+: 3-C			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0



CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]																Chan Settings [1.8.2]								
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8								
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X																
Page 1								Page 2																

CHANNEL PARAMETERS [1.8.3]	
CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER
IO PARAMETERS [1.8.6]	
C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

CHANNELS+ [1.8.4]																
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Green	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID: 288 NAME: International & Willow

I/O LOGIC [1.8.7]																				Prt Date: 2/29/2020					
Row#	Result		=	Operand_1				Operand_2				Operand_3				Timer		Ped Parms (MM>5>4)							
	I/O	Fcn		Inv	Src	I/O	Fun	Logic Func	Inv	Src	I/O	Fun	Logic Func	Inv	Src	I/O	Fun	Logic Func	Dly	Sec	Det#	Call	No Act	Max Pres	Err Cnt
1	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	1	0	0	0	0
2	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	2	2	0	0	0
3	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	3	0	0	0	0
4	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	4	4	0	0	0
5	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	5	0	0	0	0
6	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	6	6	0	0	0
7	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	7	0	0	0	0
8	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	8	8	0	0	0
9	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	PAGE 6				
10	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0					

Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]								Parameters+ 1-32 [5.3]							Info Only	Det #		
Det #	Input Slot	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy			Delay		Type	Src	Dir	Det #
																					G	Y	R	1	2				
1	111U	1					0	0	0	255	1	X	X	-	-	-	-	X	X	1	X	X	-			NORM		NBL1	1
2	212U	2	0	0	0	0	0	0	0	255	2	-	X	-	-	-	-	X	X	2	X	X	-	0	0	NORM	0		2
3	212L	2	0	0	2	0	0	0	0	255	3	X	-	-	-	-	-	X	X	3	X	X	-	0	0	STOPB	0		3
4	213U	2	0	0	2	0	0	0	0	255	4	X	-	-	-	-	-	X	X	4	X	X	-	0	0	STOPB	0	SBT3	4
5	213L	2	0	0	2	0	0	0	0	255	5	X	-	-	-	-	-	X	X	5	X	X	-	0	0	STOPB	0	SBR1	5
6	214U	2	0	0	2	0	0	0	0	255	6	X	-	-	-	-	-	X	X	6	X	X	-	0	0	STOPB	0	SBT1	6
7	315U	3					0	0	0	255	7	X	X	-	-	-	-	X	X	7	X	X	-			NORM		EBL1	7
8	416U	4	0	0	0	0	0	0	0	255	8	-	X	-	-	-	-	X	X	8	X	X	-	0	0	NORM	0		8
9	416L	4	0	0	2	0	0	0	0	255	9	X	-	-	-	-	-	X	X	9	X	X	-	0	0	STOPB	0		9
10	417U	4	0	0	2	0	0	0	0	255	10	X	-	-	-	-	-	X	X	10	X	X	-	0	0	STOPB	0		10
11	417L	4		15	2	0	0	0	0	255	11	X	-	-	-	-	-	X	X	11	X	X	-			STOPB			11
12	418U	4			2	0	0	0	0	255	12	X	-	-	-	-	-	X	X	12	X	X	-			STOPB		WBT1	12
13	119U	1	0	0	0	0	0	0	0	255	13	X	X	-	-	-	-	X	X	13	X	X	-	0	0	NORM	0		13
14	319L	3	0	0	0	0	0	0	0	255	14	X	X	-	-	-	-	X	X	14	X	X	-	0	0	NORM	0		14
15	511U	5	0	0	0	0	0	0	0	255	15	X	X	-	-	-	-	X	X	15	X	X	-	0	0	NORM	0	SBL1	15
16	612U	6					0	0	0	255	16	-	X	-	-	-	-	X	X	16	X	X	-			NORM			16
17	612L	6			2	0	0	0	0	255	17	X	-	-	-	-	-	X	X	17	X	X	-			STOPB			17
18	613U	6			2	0	0	0	0	255	18	X	-	-	-	-	-	X	X	18	X	X	-			STOPB		NBT3	18
19	613L	6			2	0	0	0	0	255	19	X	-	-	-	-	-	X	X	19	X	X	-			STOPB		NBR1	19
20	614U	6			2	0	0	0	0	255	20	X	-	-	-	-	-	X	X	20	X	X	-			STOPB		NBT1	20
21	715U	7					0	0	0	255	21	X	X	-	-	-	-	X	X	21	X	X	-			NORM		WBL1	21
22	816U	8	0	0	0	0	0	0	0	255	22	-	X	-	-	-	-	X	X	22	X	X	-	0	0	NORM	0		22
23	816L	8	0	0	2	0	0	0	0	255	23	X	-	-	-	-	-	X	X	23	X	X	-	0	0	STOPB	0		23
24	817U	8	0	0	2	0	0	0	0	255	24	X	-	-	-	-	-	X	X	24	X	X	-	0	0	STOPB	0	EBT3	24
25	817L	8	0	15	2	0	0	0	0	255	25	X	-	-	-	-	-	X	X	25	X	X	-	0	0	STOPB	0	EBR1	25
26	818U	8	0	0	2	0	0	0	0	255	26	X	-	-	-	-	-	X	X	26	X	X	-	0	0	STOPB	0	EBT1	26
27	519U	5					0	0	0	255	27	X	X	-	-	-	-	X	X	27	X	X	-			NORM			27
28	719L	7					0	0	0	255	28	X	X	-	-	-	-	X	X	28	X	X	-			NORM			28
29	2111U	2	0	0	2	0	0	0	0	255	29	X	-	-	-	-	-	X	X	29	X	X	-	0	0	STOPB	0		29
30	4111L	4	0	15	2	0	0	0	0	255	30	X	-	-	-	-	-	X	X	30	X	X	-	0	0	STOPB	0		30
31	6111U	6			2	0	0	0	0	255	31	X	-	-	-	-	-	X	X	31	X	X	-			STOPB			31
32	8111L	8		15	2	0	0	0	0	255	32	X	-	-	-	-	-	X	X	32	X	X	-			STOPB			32
33	111L	1	0	0	0	0	0	0	0	255	33	X	X	-	-	-	-	X	X	33	X	X	-	0	0	NORM	0	NBL2	33
34	214L	2			2	0	0	0	0	255	34	X	-	-	-	-	-	X	X	34	X	X	-			STOPB		SBT2	34
35	315L	3	0	0	0	0	0	0	0	255	35	X	X	-	-	-	-	X	X	35	X	X	-	0	0	NORM	0	EBL2	35
36	418L	4		10	2	0	0	0	0	255	36	X	-	-	-	-	-	X	X	36	X	X	-			STOPB		WBR1	36
37	511L	5	0	0	0	0	0	0	0	255	37	X	X	-	-	-	-	X	X	37	X	X	-	0	0	NORM	0	SBL2	37
38	614L	6			2	0	0	0	0	255	38	X	-	-	-	-	-	X	X	38	X	X	-			STOPB		NBT2	38
39	715L	7	0	0	0	0	0	0	0	255	39	X	X	-	-	-	-	X	X	39	X	X	-	0	0	NORM	0		39
40	818L	8			2	0	0	0	0	255	40	X	-	-	-	-	-	X	X	40	X	X	-			STOPB		EBT2	40
41	4110U	2					0	0	0	255	41	-	X	-	-	-	-	X	X	41	X	X	-			NORM			41
42	4110L	2					0	0	0	255	42	-	X	-	-	-	-	X	X	42	X	X	-			NORM			42
43	8110U	6					0	0	0	255	43	-	X	-	-	-	-	X	X	43	X	X	-			NORM			43
44	8110L	6					0	0	0	255	44	-	X	-	-	-	-	X	X	44	X	X	-			NORM			44

Alt# 1 Times Table [1.1.6.1]								
Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]								
Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]								
Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alt# 2 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alt# 3 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alt# 4 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alternate Tables [2.6]																
Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off								ASC	CNA1	Max2	Dia
					1	2	3	4	5	6	7	8				
1	0	0	0	0									0	Off		DFT
2													0	Off		DFT
3	0	0	0	0									0	Off		DFT
4													0	Off		DFT
5	0	0	0	0									0	Off		DFT
6													0	Off		DFT
7	0	0	0	0									0	Off		DFT
8													0	Off		DFT
9	0	0	0	0									0	Off		DFT
10													0	Off		DFT
11	0	0	0	0									0	Off		DFT
12													0	Off		DFT
13	0	0	0	0									0	Off		DFT
14													0	Off		DFT
15	0	0	0	0									0	Off		DFT
16													0	Off		DFT
17	0	0	0	0									0	Off		DFT
18													0	Off		DFT
19	0	0	0	0									0	Off		DFT
20													0	Off		DFT
21	0	0	0	0									0	Off		DFT
22													0	Off		DFT
23	0	0	0	0									0	Off		DFT
24													0	Off		DFT

Time Base Parameters [4.6]			
Daylight Savings Time	ENABLE		
Time Base Sync Ref	0		
GMT Offset	-	8	
Daylight Savings	Mon	Week	
Spring	3	2	
Fall	11	1	

NOTE: % and MI parameters are not used and are not shown above.



NAME: International & Willow

2/29/2020

ID: 288

#	Alarm	Ev	Alr
1	Power Up Alarm.	X	X
2	Stop Timing	X	X
3	Cabinet Door Activation	-	-
4	Coordination Failure	X	X
5	External Alarm # 1	-	-
6	External Alarm # 2	-	-
7	External Alarm # 3	-	-
8	External Alarm # 4	-	-
9	Closed Loop Disabled	-	-
10	External Alarm # 5	-	-
11	External Alarm # 6	-	-
12	Manual Control Enable	X	X
13	Coord Free Input	-	-
14	Local Flash Input	X	X
15	CMU/MMU Flash Input	-	-
16	MMU Fault	X	X
17	Cycle Fault	X	-
18	Cycle Failure	X	-
19	Coordination Fault	X	X
20	Controller Fault	X	X
25	EEPROM CRC Fault	X	X
30	Coord Diagnostic Fault	X	X
37	Download Request	X	X
38	Pattern Change	-	-
49	Preempt 1 Input	X	X
50	Preempt 2 Input	X	X
51	Preempt 3 Input	X	X
52	Preempt 4 Input	X	X
53	Preempt 5 Input	X	X
54	Preempt 6 Input	X	X
55	Preempt 7 Input	-	-
56	Preempt 8 Input	-	-
57	Preempt 9 Input	-	-
58	Preempt 10 Input	-	-
59	EEPROM Compare Fault	X	X
60	Coordination Failure	X	X
63	TSP Active Trigger	-	-
73	Controller Access	X	X
81	FIO Changed Status	X	X

#1 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#2 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#3 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#4 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

Alarm Parameters [1.6.7.1]	
Pattern Events:	ON
Local Txmt Alarms:	OFF
Reassign User Alarm #1 In (5):	0
Reassign User Alarm #2 In (6):	0
Preempt Events:	ON

I/O INPUT TABLE								
	1	2	3	4	5	6	7	8
1	2	16	8	22	3	17	9	23
2	6	20	12	26	198	199	30	31
3	15	1	21	7	27	13	28	14
4	189	189	189	189	4	18	10	24
5	130	134	132	136	200	201	202	203
6	32	5	19	11	25	29	208	207
7	33	34	35	36	37	38	39	40
8	41	42	43	44	189	189	189	189

ACTION Table [4.5]														
Act	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	P1	P2
1	1	-	-	-	-	-	-	-	-	-	-	-	0	0
2	2	-	-	-	-	-	-	-	-	-	-	-	0	0
3	3	-	-	-	-	-	-	-	-	-	-	-	0	0
4	4	-	-	-	-	-	-	-	-	-	-	-	0	0
5	5	-	-	-	-	-	-	-	-	-	-	-	0	0
6	6	-	-	-	-	-	-	-	-	-	-	-	0	0
7	7	-	-	-	-	-	-	-	-	-	-	-	0	0
8	8	-	-	-	-	-	-	-	-	-	-	-	0	0
9	9	-	-	-	-	-	-	-	-	-	-	-	0	0
10	10	-	-	-	-	-	-	-	-	-	-	-	0	0
11	11	-	-	-	-	-	-	-	-	-	-	-	0	0
12	12	-	-	-	-	-	-	-	-	-	-	-	0	0
13	13	-	-	-	-	-	-	-	-	-	-	-	0	0
14	14	-	-	-	-	-	-	-	-	-	-	-	0	0
15	15	-	-	-	-	-	-	-	-	-	-	-	0	0
16	0	-	-	-	-	-	-	-	-	-	-	-	0	0
54	254	-	-	-	-	-	-	-	-	-	-	-	0	0
55	0	-	-	-	-	-	-	-	-	-	-	-	0	0



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I/O Inputs - 1.8.9.1.5			
C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	30	Veh Det 30
54	I2-8	31	Veh Det 31
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	32	Veh Det 32
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	29	Veh Det 29
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUTS - 1.8.9.2.5			
C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9
I/O Outputs - 1.8.9.2.5			
C-11 OUTPUTS			
1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used
I/O Inputs - 1.8.9.1.5			
C-11 INPUTS			
15	I7-1	33	Veh Det 33
16	I7-2	34	Veh Det 34
17	I7-3	35	Veh Det 35
18	I7-4	36	Veh Det 36
19	I7-5	37	Veh Det 37
20	I7-6	38	Veh Det 38
21	I7-7	39	Veh Det 39
22	I7-8	40	Veh Det 40
23	I8-1	41	Veh Det 41
24	I8-2	42	Veh Det 42
25	I8-3	43	Veh Det 43
26	I8-4	44	Veh Det 44
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused



ID: 288

NAME: International & Willow

Date Printed:

2/29/2020

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ID Number: **288**

LOCATION: **International & Willow**

**City of Fresno
332 Cabinet
44 Detector Plus Setup**

DETECTOR ASSIGNMENTS

ISOLATORS

"I"	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
U P P E R	Ph 1 Call&Ext T2-1&2 C1-56 Det 1 NBL1	Ph 2 Ext T2-5&6 C1-39 Det 2 SB Far	Ph 2 Call&TP3 T2-9&10 C1-63 Det 4 SB Mid	Ph 2 Call&TP3 T4-1&2 C1-47 Det 6 SBT1	Ph 3 Call&Ext T4-5&6 C1-58 Det 7 EBL1	Ph 4 Ext T4-9&10 C1-41 Det 8 WB Far	Ph 4 Call&TP3 T6-1&2 C1-65 Det 10 WB Mid	Ph 4 Call&TP3 T6-5&6 C1-49 Det 12 WBT1	Ph 1 Call&Ext T6-9&10 C1-60 Det 13 NBLt Bk	Ph 2/4 Ext T10-5&6 C11-23 Det 41	Ph 2 Call&Ext T8-1 C1-80 Det 29 BIKE	Ph 2 PPB T8-4 C1-67	Ph 6 PPB T8-7 C1-68	FLASH SENSE T8-10 C1-81
	Ph 1 Call&Ext T2-3&4 C11-15 Det 33 NBL2	Ph 2 Call&TP3 T2-7&8 C1-43 Det 3 SB Bk	Ph 2 Call&Ext T2-11&12 C1-76 Det 5 SBRt	Ph 2 Call&TP3 T4-3&4 C11-16 Det 34 SBT2	Ph 3 Call&Ext T4-7&8 C11-17 Det 35 EBL2	Ph 4 Call&TP3 T4-11&12 C1-45 Det 9 WB Bk	Ph 4 Call&Ext T6-3&4 C1-78 Det 11 WBRt	Ph 4 Call&TP3 T6-7&8 C11-18 Det 36 WBT2	Ph 3 Call&Ext T6-11&12 C1-62 Det 14 EBLt Bk	Ph 2/4 Ext T10-7&8 C11-24 Det 42	Ph 4 Call&Ext T8-2 C1-53 Det 30 BIKE	Ph 4 PPB T8-5 C1-69	Ph 8 PPB T8-8 C1-70	STOP TIMING T8-11 C1-82
"J"	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
U P P E R	Ph 5 Call&Ext T3-1&2 C1-55 Det 15 SBL1	Ph 6 Ext T3-5&6 C1-40 Det 16 NB Far	Ph 6 Call&TP3 T3-9&10 C1-64 Det 18 NB Mid	Ph 6 Call&TP3 T5-1&2 C1-48 Det 20 NBT1	Ph 7 Call&Ext T5-5&6 C1-57 Det 21 WBL1	Ph 8 Ext T5-9&10 C1-42 Det 22 EB Far	Ph 8 Call&TP3 T7-1&2 C1-66 Det 24 EB Mid	Ph 8 Call&TP3 T7-5&6 C1-50 Det 26 EBT1	Ph 5 Call&Ext T7-9&10 C1-59 Det 27 SBLt Bk	Ph 6/8 Ext T10-9&10 C11-25 Det 43	Ph 6 Call&Ext T9-1 C1-54 Det 31 BIKE	EMER A Ph 2 + 5 T9-4 C1-71	EMER B Ph 4 + 7 T9-5 C1-72	RR1 FLASH T9-10 C1-51
	Ph 5 Call&Ext T3-3&4 C11-19 Det 37 SBL2	Ph 6 Call&TP3 T3-7&8 C1-44 Det 17 NB Bk	Ph 6 Call&Ext T3-11&12 C1-77 Det 19 NBRt	Ph 6 Call&TP3 T5-3&4 C11-20 Det 38 NBT2	Ph 7 Call&Ext T5-7&8 C11-21 Det 39 WBL2	Ph 8 Call&TP3 T5-11&12 C1-46 Det 23 EB Bk	Ph 8 Call&Ext T7-3&4 C1-79 Det 25 EBRt	Ph 8 Call&TP3 T7-7&8 C11-22 Det 40 EBT2	Ph 7 Call&Ext T7-11&12 C1-61 Det 28 WBLt Bk	Ph 6/8 EXT T10-11&12 C11-26 Det 44	Ph 8 Call&Ext T9-2 C1-75 Det 32 BIKE	EMER C Ph 1 + 6 T9-7 C1-73	EMER D Ph 3 + 8 T9-8 C1-74	RR2 LTD OP T9-11 C1-52

COMMENTS:



Movement	NL	ST	EL	WT	SL	NT	WL	ET		
Times [1.1.1]	1	2	3	4	5	6	7	8	9	10
Min Green	8	8	8	8	8	8	8	8	0	0
Gap, Ext	2	5.8	2	5.1	2	5.8	2	3.5	0	0
Max 1	20	45	20	30	20	45	20	30	0	0
Max 2	12	35	12	20	12	35	12	20	0	0
Yel Clearance	4.3	4.7	5.2	5.5	4.3	4.7	3.6	5.5	0	0
Red Clearance	1	1	1	1	1	1	1	1	0	0
Walk	0	5	0	5	0	5	0	5	0	0
Ped Clearance	0	32	0	38	0	30	0	36	0	0
Red Revert	2	2	2	2	2	2	2	2	0	0
Add Initial	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0
Time B4 Reduct	0	8	0	8	0	8	0	8	0	0
Cars B4 Reduct	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	25	0	15	0	25	0	15	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0
Min Gap	2	2	2	2	2	2	2	2	0	0
DyMaxLim	0	0	0	0	0	0	0	0	0	0
Max Step	0	0	0	0	0	0	0	0	0	0

Phase Options+ [1.1.3]										
Options+	1	2	3	4	5	6	7	8	9	10
Reservice										
PedClr Thru Yel										
SkipRed-NoCall										
Red Rest										
Max II										
*Max III										
Max Inhibit										
Ped Delay										
Red Rest on Gap										
Conflicting Phase	0	0	0	0	0	0	0	0	0	0
Gm/Ped Delay										
Omit Yel, Yel P	0	0	0	0	0	0	0	0	0	0
Ped Out/Olp Ped										
StartYel, Next P	0	0	0	0	0	0	0	0	0	0
*StartupVehCall	1	2	3	4	5	6	7	8		
*StartupPedCall										

Unit Params [1.2.1]			
Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	2
MCE Timeout	0	Auto Ped Clear	OFF
Loc Fish Start	RSt	Display Time	60
Yellow < 3"	OFF	Tone Disable	ON
Allow Skip Yel	OFF	AudioPedTime	0
Start Red Tm	6	Phase Mode	STD8
Startup Calls	UseProg	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFit Actn	ALARM
Prmpt/Ext Coord	EXT	Clrc Decide	OFF
Aux Switch	STOPTM	LPAIt Srs	3-6
*InhFYA Red St	OFF	Security Delay	0
RingAigo	0		

Phase Seq. (2 ring) Chart [1.2.4]									
Seq #	Ring	Phases							
1	1	1	2	3	4	0	0		
	2	5	6	7	8	0	0		
2	1	1	2	3	4	0	0		
	2	6	5	7	8	0	0		
3	1	2	1	3	4	0	0		
	2	5	6	7	8	0	0		
4	1	2	1	3	4	0	0		
	2	6	5	7	8	0	0		
5	1	1	2	3	4	0	0		
	2	5	6	7	8	0	0		
6	1	1	2	3	4	0	0		
	2	6	5	8	7	0	0		
7	1	2	1	3	4	0	0		
	2	5	6	8	7	0	0		
8	1	2	1	3	4	0	0		
	2	6	5	8	7	0	0		
9	1	1	2	4	3	0	0		
	2	5	6	7	8	0	0		
10	1	1	2	4	3	0	0		
	2	6	5	7	8	0	0		
11	1	2	1	4	3	0	0		
	2	5	6	7	8	0	0		
12	1	2	1	4	3	0	0		
	2	6	5	7	8	0	0		
13	1	1	2	4	3	0	0		
	2	5	6	8	7	0	0		
14	1	1	2	4	3	0	0		
	2	6	5	8	7	0	0		
15	1	2	1	4	3	0	0		
	2	5	6	8	7	0	0		
16	1	2	1	4	3	0	0		
	2	6	5	8	7	0	0		

Phase Concurrency [1.1.4]										
Phase	Ring	StartUp	Concurrent Phases							
1	1	RED	5	6	0	0				
2	1	GREEN	5	6	0	0				
3	1	RED	7	8	0	0				
4	1	RED	7	8	0	0				
5	2	RED	1	2	0	0				
6	2	GREEN	1	2	0	0				
7	2	RED	3	4	0	0				
8	2	RED	3	4	0	0				
9	0	RED	0	0	0	0				
10	0	RED	0	0	0	0				
11	0	RED	0	0	0	0				
12	0	RED	0	0	0	0				

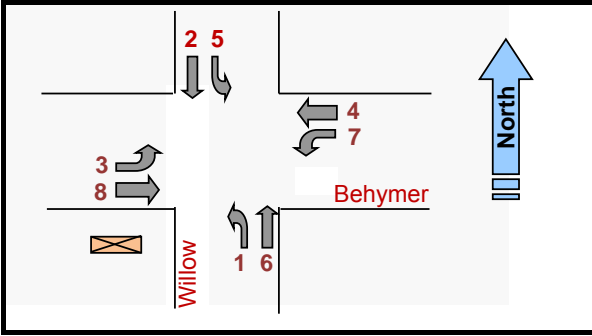
Comm Ports [6.6]			
Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	OFF		
TS2CVM	NONE		
Opticom	NONE		
GPS	NONE		

Times+ [1.1.7]								
	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GmFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFish	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
NoPed Reserv								


Comm [6.2]		
Port	Baud Rate	FCM
1	38400	6
2	9600	6
3	9600	6
4	9600	6


Comm [6.5]				Host IPs				
IP Address:	10	53	26	131	ATMS			
Mask:	255	255	255	0	10	50	10	22
Gateway:	10	53	26	1	SG			
Port #:	5126				0	0	0	0

Advance Warning [1.1.9]		
Ph	Tm	
Aux Out #1	0	0
Aux Out #2	0	0



NAME:	Behymer & Willow	ID:	285	Configuration:	Standard File	V76.12/13
Prepared by:	JT	Date Installed / By:	2/29/2020 (JT)		Updated 12/6/17	
Checked by:	JT	Date Superseded:			Date Printed: 2/28/20	
						Page 1

[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits										[2.5] Transition																					
		Pat#	Cyc	Off	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	9	10	Pat#	Short	Long	Dwell	No Shortway Ø			E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI						
Test OpMode	0	1	0	0	1	1	Split	0	0	0	0	0	0	0	0	0	0	1	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Correction	SHRT/LNG						Crd-P																															
Maximum	MAX INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
Force Mode	FIXED	2	0	0	2	1	Split	0	0	0	0	0	0	0	0	0	0	2	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Flash Mode	CHANNEL						Crd-P																															
Coord Modes+ (Page 2)							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
FreeonSeqCh	ON	3	0	0	3	1	Split	0	0	0	0	0	0	0	0	0	0	3	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Closed Loop	OFF						Crd-P																															
External	OFF						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
Latch Sec Frc	OFF	4	0	0	4	1	Split	0	0	0	0	0	0	0	0	0	0	4	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Stop-in-Walk	OFF						Crd-P																															
Ped Recycle	P1256_INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
Expand Split	OFF	5	0	0	5	1	Split	0	0	0	0	0	0	0	0	0	0	5	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Easy Float	OFF						Crd-P																															
Auto Reset	ON						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
NTCIP Yield	+ 0	6	0	0	6	1	Split	0	0	0	0	0	0	0	0	0	0	6	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Leave Walk							Crd-P																															
Before	TIMED						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
After	TIMED	7	0	0	7	1	Split	0	0	0	0	0	0	0	0	0	0	7	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Intersection Name: Behymer & Willow							Crd-P																															
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON	
		8	0	0	8	1	8	Split	0	0	0	0	0	0	0	0	0	0	8	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF					
								Crd-P																														
								Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON
		9	0	0	9	1	9	Split	0	0	0	0	0	0	0	0	0	0	9	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF					
								Crd-P																														
								Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON
		10	0	0	10	1	10	Split	0	0	0	0	0	0	0	0	0	0	10	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF					
								Crd-P																														
								Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON
		11	0	0	0	1	11	Split	0	0	0	0	0	0	0	0	0	0	11		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF					
								Crd-P																														
Mode	NON							NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON		
12	0	0	0	1	12	Split	0	0	0	0	0	0	0	0	0	0	12	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF							
						Crd-P																																
						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON		
13	0	0	0	1	13	Split	0	0	0	0	0	0	0	0	0	0	13		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF							
						Crd-P																																
						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON		
ID:	285																																					
Date Printed:		2/28/2020																																				

[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits										[2.5] Transition																																	
		Pat#	Cyc	Off	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	9	10	Pat#	Short	Long	Dwell	No Shortway Ø			E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI																		
Test OpMode	0	20	0	0	1	20	Split	0	0	0	0	0	0	0	0	0	0	20	17	0	0	0	0	0	0	0	0	0	-	-	-	-	OFF																	
Correction	SHRT/LNG						Crd-P																															Crd-P												
Maximum	MAX INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Force Mode	FIXED	21	0	0	1	21	Split	0	0	0	0	0	0	0	0	0	0	21	0	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																	
Flash Mode	CHANNEL						Crd-P																														Crd-P													
Coord Modes+ (Page 2)							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
FreeonSeqCh	ON	22	0	0	1	22	Split	0	0	0	0	0	0	0	0	0	0	22	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																		
Closed Loop	OFF						Crd-P																													Crd-P														
External	OFF						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	
Latch Sec Frc	OFF	23	0	0	1	23	Split	0	0	0	0	0	0	0	0	0	0	23	0	17	0	0	0	0	0	0	0	-	-	-	-	OFF																		
Stop-in-Walk	OFF						Crd-P																													Crd-P														
Ped Recycle	P1256_INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	
Expand Split	OFF	24	0	0	1	24	Split	0	0	0	0	0	0	0	0	0	0	24	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																		
Easy Float	OFF						Crd-P																													Crd-P														
Auto Reset	ON						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	
NTCIP Yield	+ 0	25	0	0	1	25	Split	0	0	0	0	0	0	0	0	0	0	25	0	17	0	0	0	0	0	0	0	-	-	-	-	OFF																		
Leave Walk							Crd-P																													Crd-P														
Before	TIMED						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	
After	TIMED	26	0	0	1	26	Split	0	0	0	0	0	0	0	0	0	0	26	17	0	0	0	0	0	0	0	-	-	-	-	OFF																			
Intersection Name: Behymer & Willow							Crd-P																												Crd-P															
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON		
		27	0	0	1	27	Split	0	0	0	0	0	0	0	0	0	0	27	0	17	0	0	0	0	0	0	0	-	-	-	-	OFF																		
							Crd-P																												Crd-P															
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	
		28	0	0	1	28	Split	0	0	0	0	0	0	0	0	0	0	28	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																		
							Crd-P																											Crd-P																
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	
		29	0	0	1	29	Split	0	0	0	0	0	0	0	0	0	0	29	0	17	0	0	0	0	0	0	0	-	-	-	-	OFF																		
							Crd-P																											Crd-P																
Mode	NON						NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON			
30	0	0	1	30	Split	0	0	0	0	0	0	0	0	0	0	30	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																				
					Crd-P																											Crd-P																		
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON			
31	0	0	1	31	Split	0	0	0	0	0	0	0	0	0	0	31	0	17	0	0	0	0	0	0	0	-	-	-	-	OFF																				
					Crd-P																											Crd-P																		
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON			
32	0	0	1	32	Split	0	0	0	0	0	0	0	0	0	0	32	17	0	0	0	0	0	0	0	0	-	-	-	-	OFF																				
					Crd-P																											Crd-P																		
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON			

[2.7.X.3] TSP Split Table

Pat#	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
1	0	0	1	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
2	0	0	2	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
3	0	0	3	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
4	0	0	4	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
5	0	0	5	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						

[2.9.2.(1-8)] Strategy Tables

Pat#	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
6	0	0	6	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
9 - FREE	0	0	9	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						

STRATEGY_1

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_3

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_5

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_7

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_2

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_4

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_6

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_8

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

Overlap 1-8 Program Params & Parm+ [1.5.2.1] [1.5.2.8]		
1	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
A	Conflict Olap	Red 1
	Conflict Ped	
2	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
B	Conflict Olap	Red 1
	Conflict Ped	
3	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
C	Conflict Olap	Red 1
	Conflict Ped	
4	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
D	Conflict Olap	Red 1
	Conflict Ped	
5	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
E	Conflict Olap	Red 1
	Conflict Ped	
6	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
F	Conflict Olap	Red 1
	Conflict Ped	
7	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
G	Conflict Olap	Red 1
	Conflict Ped	
8	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
H	Conflict Olap	Red 1
	Conflict Ped	

Preemption Options+ [3.Pre #.6]									
Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min	
1	OFF	RAIL	TS2		OFF	OFF	OFF	MAX	
2	OFF	RAIL	TS2	0	OFF	OFF	OFF	MAX	
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX	
4	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX	
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX	
6	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX	

Preemption Times [3.#.1]									
Pre #	Delay	MinDura	MaxPres	MinGm	MinWlk	PedClr	Track Gm	Min Dwell	
1									
2	0	0	0	0	0	0	0	0	
3		10	60	6		33		10	
4	0	10	60	6	0	33	0	10	
5		10	60	6		33		10	
6	0	10	60	6	0	33	0	10	

Preemption, Options [3.#.3]						
Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt	Flash Dwell	Link	
1	OFF		OFF		ON	
2	OFF		OFF		OFF 0	
3	OFF		OFF		OFF	
4	OFF		OFF		OFF 0	
5	OFF		OFF		OFF	
6	OFF		OFF		OFF 0	

Preemption, Times+ [3.#.4]						
Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red	
1						
2	0	0	0	0	0	
3		20	10	3.9	2	
4	0	20	10	3.9	2	
5		20	10	3.9	2	
6	0	20	10	3.9	2	

Pre 1 = RR1
 Pre 2 = RR2
 Pre 3 = EVA
 Pre 4 = EVB
 Pre 5 = EVC
 Pre 6 = EVD

Phases [3.#.2] - set the Dwell Phases											
Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	6	1								
	Peds										
6	Dwell Veh	8	3								
	Peds										

Phases [3.#.2] - Trk Veh	
Pre #	Phases
1	
2	
3	
4	
5	
6	

Exit Phases [3.#.2]		
No.	Exit Phase	
1		
2		
3	2	5
4	4	7
5	1	6
6	3	8

Overlaps+ [3.#.5]											
Pre #	Track	Preempt Overlaps +									
1	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
2	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
3	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
4	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
5	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
6	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										

OLP GENERAL PARAMETERS [1.5.1]	
Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	ON
Xtra Incl Phases	OFF
InhibitLockInterval	Always
Channel Parameters [1.8.3]	
Pre Invert Rail Input	OFF

Prog Params+ (MM>1>5>2>X>3)			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0		

OverlapB+: 3-C			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0		

OverlapB+: 2-B			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0		

OverlapB+: 4-D			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0		



CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]																Chan Settings [1.8.2]								
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8								
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X																
Page 1								Page 2																

CHANNEL PARAMETERS [1.8.3]	
CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER
IO PARAMETERS [1.8.6]	
C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

CHANNELS+ [1.8.4]																
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Green	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID: 285 NAME: Behymer & Willow

I/O LOGIC [1.8.7]																				Prt Date: 2/28/2020					
Row#	Result		=	Operand_1				Operand_2				Operand_3				Timer		Ped Parms (MM>5>4)							
	I/O	Fcn		Inv	Src	I/O	Fun	Logic Func	Inv	Src	I/O	Fun	Logic Func	Inv	Src	I/O	Fun	Logic Func	Dly	Sec	Det#	Call	No Act	Max Pres	Err Cnt
1	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	1	0	0	0	0
2	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	2	2	0	0	0
3	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	3	0	0	0	0
4	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	4	4	0	0	0
5	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	5	0	0	0	0
6	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	6	6	0	0	0
7	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	7	0	0	0	0
8	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	8	8	0	0	0
9	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	PAGE 6				
10	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0					

Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]								Parameters+ 1-32 [5.3]							Info Only	Det #		
Det #	Input Slot	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy			Delay		Type	Src	Dir	Det #
																					G	Y	R	1	2				
1	111U	1					0	0	0	255	1	X	X	-	-	-	-	X	X	1	X	X	-			NORM		NBL1	1
2	212U	2	0	0	0	0	0	0	0	255	2	-	X	-	-	-	-	X	X	2	X	X	-	0	0	NORM	0		2
3	212L	2	0	0	2	0	0	0	0	255	3	X	-	-	-	-	-	X	X	3	X	X	-	0	0	STOPB	0		3
4	213U	2	0	0	2	0	0	0	0	255	4	X	-	-	-	-	-	X	X	4	X	X	-	0	0	STOPB	0	SBT3	4
5	213L	2	0	0	2	0	0	0	0	255	5	X	-	-	-	-	-	X	X	5	X	X	-	0	0	STOPB	0	SBR1	5
6	214U	2	0	0	2	0	0	0	0	255	6	X	-	-	-	-	-	X	X	6	X	X	-	0	0	STOPB	0	SBT1	6
7	315U	3					0	0	0	255	7	X	X	-	-	-	-	X	X	7	X	X	-			NORM		EBL1	7
8	416U	4	0	0	0	0	0	0	0	255	8	-	X	-	-	-	-	X	X	8	X	X	-	0	0	NORM	0		8
9	416L	4	0	10	2	0	0	0	0	255	9	X	-	-	-	-	-	X	X	9	X	X	-	0	0	STOPB	0		9
10	417U	4	0	0	2	0	0	0	0	255	10	X	-	-	-	-	-	X	X	10	X	X	-	0	0	STOPB	0		10
11	417L	4		15	2	0	0	0	0	255	11	X	-	-	-	-	-	X	X	11	X	X	-			STOPB			11
12	418U	4			2		0	0	0	255	12	X	-	-	-	-	-	X	X	12	X	X	-			STOPB		WBT1	12
13	119U	1	0	0	0	0	0	0	0	255	13	X	X	-	-	-	-	X	X	13	X	X	-	0	0	NORM	0		13
14	319L	3	0	0	0	0	0	0	0	255	14	X	X	-	-	-	-	X	X	14	X	X	-	0	0	NORM	0		14
15	5J1U	5	0	0	0	0	0	0	0	255	15	X	X	-	-	-	-	X	X	15	X	X	-	0	0	NORM	0	SBL1	15
16	6J2U	6					0	0	0	255	16	-	X	-	-	-	-	X	X	16	X	X	-			NORM			16
17	6J2L	6			2		0	0	0	255	17	X	-	-	-	-	-	X	X	17	X	X	-			STOPB			17
18	6J3U	6			2		0	0	0	255	18	X	-	-	-	-	-	X	X	18	X	X	-			STOPB		NBT3	18
19	6J3L	6			2		0	0	0	255	19	X	-	-	-	-	-	X	X	19	X	X	-			STOPB		NBR1	19
20	6J4U	6			2		0	0	0	255	20	X	-	-	-	-	-	X	X	20	X	X	-			STOPB		NBT1	20
21	7J5U	7					0	0	0	255	21	X	X	-	-	-	-	X	X	21	X	X	-			NORM		WBL1	21
22	8J6U	8	0	0	0	0	0	0	0	255	22	-	X	-	-	-	-	X	X	22	X	X	-	0	0	NORM	0		22
23	8J6L	8	0	0	2	0	0	0	0	255	23	X	-	-	-	-	-	X	X	23	X	X	-	0	0	STOPB	0		23
24	8J7U	8	0	0	2	0	0	0	0	255	24	X	-	-	-	-	-	X	X	24	X	X	-	0	0	STOPB	0	EBT3	24
25	8J7L	8	0	15	2	0	0	0	0	255	25	X	-	-	-	-	-	X	X	25	X	X	-	0	0	STOPB	0	EBR1	25
26	8J8U	8	0	0	2	0	0	0	0	255	26	X	-	-	-	-	-	X	X	26	X	X	-	0	0	STOPB	0	EBT1	26
27	5J9U	5					0	0	0	255	27	X	X	-	-	-	-	X	X	27	X	X	-			NORM			27
28	7J9L	7					0	0	0	255	28	X	X	-	-	-	-	X	X	28	X	X	-			NORM			28
29	2111U	2	0	0	2	0	0	0	0	255	29	X	-	-	-	-	-	X	X	29	X	X	-	0	0	STOPB	0		29
30	4111L	4	0	15	2	0	0	0	0	255	30	X	-	-	-	-	-	X	X	30	X	X	-	0	0	STOPB	0		30
31	6J11U	6			2		0	0	0	255	31	X	-	-	-	-	-	X	X	31	X	X	-			STOPB			31
32	8J11L	8		15	2		0	0	0	255	32	X	-	-	-	-	-	X	X	32	X	X	-			STOPB			32
33	111L	1	0	0	0	0	0	0	0	255	33	X	X	-	-	-	-	X	X	33	X	X	-	0	0	NORM	0	NBL2	33
34	214L	2			2		0	0	0	255	34	X	-	-	-	-	-	X	X	34	X	X	-			STOPB		SBT2	34
35	315L	3	0	0	0	0	0	0	0	255	35	X	X	-	-	-	-	X	X	35	X	X	-	0	0	NORM	0	EBL2	35
36	418L	4		15	2		0	0	0	255	36	X	-	-	-	-	-	X	X	36	X	X	-			STOPB		WBR1	36
37	5J1L	5	0	0	0	0	0	0	0	255	37	X	X	-	-	-	-	X	X	37	X	X	-	0	0	NORM	0	SBL2	37
38	6J4L	6			2		0	0	0	255	38	X	-	-	-	-	-	X	X	38	X	X	-			STOPB		NBT2	38
39	7J5L	7	0	0	0	0	0	0	0	255	39	X	X	-	-	-	-	X	X	39	X	X	-	0	0	NORM	0		39
40	8J8L	8			2		0	0	0	255	40	X	-	-	-	-	-	X	X	40	X	X	-			STOPB		EBT2	40
41	4110U	4					0	0	0	255	41	-	X	-	-	-	-	X	X	41	X	X	-			NORM			41
42	4110L	4					0	0	0	255	42	-	X	-	-	-	-	X	X	42	X	X	-			NORM			42
43	8J10U	8					0	0	0	255	43	-	X	-	-	-	-	X	X	43	X	X	-			NORM			43
44	8J10L	8					0	0	0	255	44	-	X	-	-	-	-	X	X	44	X	X	-			NORM			44

Alt# 1 Times Table [1.1.6.1]								
Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]								
Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]								
Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0		0		0			0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0		0		0			0

Alt# 2 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0		0		0			0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0		0		0			0

Alt# 3 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0		0		0			0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0		0		0			0

Alt# 4 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0		0		0			0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0		0		0			0

Alternate Tables [2.6]																
Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off								ASC	CNA1	Max2	Dia
					1	2	3	4	5	6	7	8				
1	0	0	0	0									0	Off		DFT
2													0	Off		DFT
3	0	0	0	0									0	Off		DFT
4													0	Off		DFT
5	0	0	0	0									0	Off		DFT
6													0	Off		DFT
7	0	0	0	0									0	Off		DFT
8													0	Off		DFT
9	0	0	0	0									0	Off		DFT
10													0	Off		DFT
11	0	0	0	0									0	Off		DFT
12													0	Off		DFT
13	0	0	0	0									0	Off		DFT
14													0	Off		DFT
15	0	0	0	0									0	Off		DFT
16													0	Off		DFT
17	0	0	0	0									0	Off		DFT
18													0	Off		DFT
19	0	0	0	0									0	Off		DFT
20													0	Off		DFT
21	0	0	0	0									0	Off		DFT
22													0	Off		DFT
23	0	0	0	0									0	Off		DFT
24													0	Off		DFT

Time Base Parameters [4.6]			
Daylight Savings Time	ENABLE		
Time Base Sync Ref	0		
GMT Offset	-	8	
Daylight Savings	Mon	Week	
Spring	3	2	
Fall	11	1	

NOTE: % and MI parameters are not used and are not shown above.



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#	Alarm	Ev	Alr
1	Power Up Alarm.	X	X
2	Stop Timing	X	X
3	Cabinet Door Activation	-	-
4	Coordination Failure	X	X
5	External Alarm # 1	-	-
6	External Alarm # 2	-	-
7	External Alarm # 3	-	-
8	External Alarm # 4	-	-
9	Closed Loop Disabled	-	-
10	External Alarm # 5	-	-
11	External Alarm # 6	-	-
12	Manual Control Enable	X	X
13	Coord Free Input	-	-
14	Local Flash Input	X	X
15	CMU/MMU Flash Input	-	-
16	MMU Fault	X	X
17	Cycle Fault	X	-
18	Cycle Failure	X	-
19	Coordination Fault	X	X
20	Controller Fault	X	X
25	EEPROM CRC Fault	X	X
30	Coord Diagnostic Fault	X	X
37	Download Request	X	X
38	Pattern Change	-	-
49	Preempt 1 Input	X	X
50	Preempt 2 Input	X	X
51	Preempt 3 Input	X	X
52	Preempt 4 Input	X	X
53	Preempt 5 Input	X	X
54	Preempt 6 Input	X	X
55	Preempt 7 Input	-	-
56	Preempt 8 Input	-	-
57	Preempt 9 Input	-	-
58	Preempt 10 Input	-	-
59	EEPROM Compare Fault	X	X
60	Coordination Failure	X	X
63	TSP Active Trigger	-	-
73	Controller Access	X	X
81	FIO Changed Status	X	X

#1 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#2 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#3 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#4 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

Alarm Parameters [1.6.7.1]	
Pattern Events:	ON
Local Txmt Alarms:	OFF
Reassign User Alarm #1 In (5):	0
Reassign User Alarm #2 In (6):	0
Preempt Events:	ON

I/O INPUT TABLE								
	1	2	3	4	5	6	7	8
1	2	16	8	22	3	17	9	23
2	6	20	12	26	198	199	30	31
3	15	1	21	7	27	13	28	14
4	189	189	189	189	4	18	10	24
5	130	134	132	136	200	201	202	203
6	32	5	19	11	25	29	208	207
7	33	34	35	36	37	38	39	40
8	41	42	43	44	189	189	189	189

ACTION Table [4.5]														
Act	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	P1	P2
1	1	-	-	-	-	-	-	-	-	-	-	-	0	0
2	2	-	-	-	-	-	-	-	-	-	-	-	0	0
3	3	-	-	-	-	-	-	-	-	-	-	-	0	0
4	4	-	-	-	-	-	-	-	-	-	-	-	0	0
5	5	-	-	-	-	-	-	-	-	-	-	-	0	0
6	6	-	-	-	-	-	-	-	-	-	-	-	0	0
7	7	-	-	-	-	-	-	-	-	-	-	-	0	0
8	8	-	-	-	-	-	-	-	-	-	-	-	0	0
9	9	-	-	-	-	-	-	-	-	-	-	-	0	0
10	10	-	-	-	-	-	-	-	-	-	-	-	0	0
11	11	-	-	-	-	-	-	-	-	-	-	-	0	0
12	12	-	-	-	-	-	-	-	-	-	-	-	0	0
13	13	-	-	-	-	-	-	-	-	-	-	-	0	0
14	14	-	-	-	-	-	-	-	-	-	-	-	0	0
15	15	-	-	-	-	-	-	-	-	-	-	-	0	0
16	0	-	-	-	-	-	-	-	-	-	-	-	0	0
54	254	-	-	-	-	-	-	-	-	-	-	-	0	0
55	0	-	-	-	-	-	-	-	-	-	-	-	0	0



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I/O Inputs - 1.8.9.1.5			
C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	30	Veh Det 30
54	I2-8	31	Veh Det 31
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	32	Veh Det 32
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	29	Veh Det 29
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUTS - 1.8.9.2.5			
C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9
I/O Outputs - 1.8.9.2.5			
C-11 OUTPUTS			
1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used
I/O Inputs - 1.8.9.1.5			
C-11 INPUTS			
15	I7-1	33	Veh Det 33
16	I7-2	34	Veh Det 34
17	I7-3	35	Veh Det 35
18	I7-4	36	Veh Det 36
19	I7-5	37	Veh Det 37
20	I7-6	38	Veh Det 38
21	I7-7	39	Veh Det 39
22	I7-8	40	Veh Det 40
23	I8-1	41	Veh Det 41
24	I8-2	42	Veh Det 42
25	I8-3	43	Veh Det 43
26	I8-4	44	Veh Det 44
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused



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ID Number: **285**

LOCATION: **Behymer & Willow**

**City of Fresno
332 Cabinet
44 Detector Plus Setup**

DETECTOR ASSIGNMENTS

ISOLATORS

"I"	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
U P P E R	Ph 1 Call&Ext T2-1&2 C1-56 Det 1 NBL1	Ph 2 Ext T2-5&6 C1-39 Det 2 SB Far	Ph 2 Call&TP3 T2-9&10 C1-63 Det 4 SB Mid	Ph 2 Call&TP3 T4-1&2 C1-47 Det 6 SBT1	Ph 3 Call&Ext T4-5&6 C1-58 Det 7 EBL1	Ph 4 Ext T4-9&10 C1-41 Det 8 WB Far	Ph 4 Call&TP3 T6-1&2 C1-65 Det 10 WB Mid	Ph 4 Call&TP3 T6-5&6 C1-49 Det 12 WBT1	Ph 1 Call&Ext T6-9&10 C1-60 Det 13 NBLt Bk	Ph 2/4 Ext T10-5&6 C11-23 Det 41	Ph 2 Call&Ext T8-1 C1-80 Det 29 BIKE	Ph 2 PPB T8-4 C1-67	Ph 6 PPB T8-7 C1-68	FLASH SENSE T8-10 C1-81
	Ph 1 Call&Ext T2-3&4 C11-15 Det 33 NBL2	Ph 2 Call&TP3 T2-7&8 C1-43 Det 3 SB Bk	Ph 2 Call&Ext T2-11&12 C1-76 Det 5 SBRt	Ph 2 Call&TP3 T4-3&4 C11-16 Det 34 SBT2	Ph 3 Call&Ext T4-7&8 C11-17 Det 35 EBL2	Ph 4 Call&TP3 T4-11&12 C1-45 Det 9 WB Bk	Ph 4 Call&Ext T6-3&4 C1-78 Det 11 WBRt	Ph 4 Call&TP3 T6-7&8 C11-18 Det 36 WBT2	Ph 3 Call&Ext T6-11&12 C1-62 Det 14 EBLt Bk	Ph 2/4 Ext T10-7&8 C11-24 Det 42	Ph 4 Call&Ext T8-2 C1-53 Det 30 BIKE	Ph 4 PPB T8-5 C1-69	Ph 8 PPB T8-8 C1-70	STOP TIMING T8-11 C1-82
"J"	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
U P P E R	Ph 5 Call&Ext T3-1&2 C1-55 Det 15 SBL1	Ph 6 Ext T3-5&6 C1-40 Det 16 NB Far	Ph 6 Call&TP3 T3-9&10 C1-64 Det 18 NB Mid	Ph 6 Call&TP3 T5-1&2 C1-48 Det 20 NBT1	Ph 7 Call&Ext T5-5&6 C1-57 Det 21 WBL1	Ph 8 Ext T5-9&10 C1-42 Det 22 EB Far	Ph 8 Call&TP3 T7-1&2 C1-66 Det 24 EB Mid	Ph 8 Call&TP3 T7-5&6 C1-50 Det 26 EBT1	Ph 5 Call&Ext T7-9&10 C1-59 Det 27 SBLt Bk	Ph 6/8 Ext T10-9&10 C11-25 Det 43	Ph 6 Call&Ext T9-1 C1-54 Det 31 BIKE	EMER A Ph 2 + 5 T9-4 C1-71	EMER B Ph 4 + 7 T9-5 C1-72	RR1 FLASH T9-10 C1-51
	Ph 5 Call&Ext T3-3&4 C11-19 Det 37 SBL2	Ph 6 Call&TP3 T3-7&8 C1-44 Det 17 NB Bk	Ph 6 Call&Ext T3-11&12 C1-77 Det 19 NBRt	Ph 6 Call&TP3 T5-3&4 C11-20 Det 38 NBT2	Ph 7 Call&Ext T5-7&8 C11-21 Det 39 WBL2	Ph 8 Call&TP3 T5-11&12 C1-46 Det 23 EB Bk	Ph 8 Call&Ext T7-3&4 C1-79 Det 25 EBRt	Ph 8 Call&TP3 T7-7&8 C11-22 Det 40 EBT2	Ph 7 Call&Ext T7-11&12 C1-61 Det 28 WBLt Bk	Ph 6/8 EXT T10-11&12 C11-26 Det 44	Ph 8 Call&Ext T9-2 C1-75 Det 32 BIKE	EMER C Ph 1 + 6 T9-7 C1-73	EMER D Ph 3 + 8 T9-8 C1-74	RR2 LTD OP T9-11 C1-52

COMMENTS:



Movement	NL	ST	EL	WT	SL	NT	WL	ET		
Times [1.1.1]	1	2	3	4	5	6	7	8	9	10
Min Green	8	8	8	8	8	8	8	8	0	0
Gap, Ext	2	5.8	2	3.9	2	5.8	2	5.2	0	0
Max 1	25	35	25	25	25	35	25	25	0	0
Max 2	17	25	17	15	17	25	17	15	0	0
Yel Clearance	4.3	4.7	3.6	5.2	4.3	4.7	4.8	5.2	0	0
Red Clearance	2	1	2	1	2	1	2	1	0	0
Walk	0	5	0	5	0	5	0	5	0	0
Ped Clearance	0	30	0	34	0	29	0	36	0	0
Red Revert	2	2	2	2	2	2	2	2	0	0
Add Initial	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0
Time B4 Reduct	0	8	0	8	0	8	0	8	0	0
Cars B4 Reduct	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	18	0	11	0	18	0	11	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0
Min Gap	2	2	2	2	2	2	2	2	0	0
DyMaxLim	0	60	0	0	0	60	0	0	0	0
Max Step	0	10	0	0	0	10	0	0	0	0

Phase Options+ [1.1.3]										
Options+	1	2	3	4	5	6	7	8	9	10
Reservice										
PedClr Thru Yel										
SkipRed-NoCall										
Red Rest										
Max II										
*Max III										
Max Inhibit										
Ped Delay										
Red Rest on Gap										
Conflicting Phase	0	0	0	0	0	0	0	0	0	0
Grn/Ped Delay										
Omit Yel, Yel P	0	0	0	0	0	0	0	0	0	0
Ped Out/Olp Ped										
StartYel, Next P	0	0	0	0	0	0	0	0	0	0
*StartupVehCall	1	2	3	4	5	6	7	8		
*StartupPedCall										

Unit Params [1.2.1]			
Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	2
MCE Timeout	0	Auto Ped Clear	OFF
Loc Fish Start	RSt	Display Time	60
Yellow < 3"	OFF	Tone Disable	ON
Allow Skip Yel	OFF	AudioPedTime	0
Start Red Tm	6	Phase Mode	STD8
Startup Calls	UseProg	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFit Actn	ALARM
Prmpt/Ext Coord	EXT	Clrc Decide	OFF
Aux Switch	STOPTM	LPAIt Srs	3-6
*InhFYA Red St	OFF	Security Delay	0
RingA1go	0		

Phase Seq. (2 ring) Chart [1.2.4]								
Seq #	Ring	Phases						
1	1	1	2	3	4	0	0	
	2	5	6	7	8	0	0	
2	1	1	2	3	4	0	0	
	2	6	5	7	8	0	0	
3	1	2	1	3	4	0	0	
	2	5	6	7	8	0	0	
4	1	2	1	3	4	0	0	
	2	6	5	7	8	0	0	
5	1	1	2	3	4	0	0	
	2	5	6	7	8	0	0	
6	1	1	2	3	4	0	0	
	2	6	5	8	7	0	0	
7	1	2	1	3	4	0	0	
	2	5	6	8	7	0	0	
8	1	2	1	3	4	0	0	
	2	6	5	8	7	0	0	
9	1	1	2	4	3	0	0	
	2	5	6	7	8	0	0	
10	1	1	2	4	3	0	0	
	2	6	5	7	8	0	0	
11	1	2	1	4	3	0	0	
	2	5	6	7	8	0	0	
12	1	2	1	4	3	0	0	
	2	6	5	7	8	0	0	
13	1	1	2	4	3	0	0	
	2	5	6	8	7	0	0	
14	1	1	2	4	3	0	0	
	2	6	5	8	7	0	0	
15	1	2	1	4	3	0	0	
	2	5	6	8	7	0	0	
16	1	2	1	4	3	0	0	
	2	6	5	8	7	0	0	

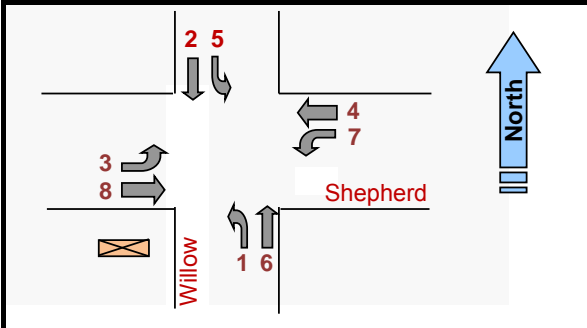
Phase Concurrency [1.1.4]										
Phase	Ring	StartUp	Concurrent Phases							
1	1	RED	5	6	0	0				
2	1	GREEN	5	6	0	0				
3	1	RED	7	8	0	0				
4	1	RED	7	8	0	0				
5	2	RED	1	2	0	0				
6	2	GREEN	1	2	0	0				
7	2	RED	3	4	0	0				
8	2	RED	3	4	0	0				
9	0	RED	0	0	0	0				
10	0	RED	0	0	0	0				
11	0	RED	0	0	0	0				
12	0	RED	0	0	0	0				

Comm Ports [6.6]			
Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	OFF		
TS2CVM	NONE		
Opticom	NONE		
GPS	NONE		

Times+ [1.1.7]								
	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFish	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
NoPed Reserv								

Comm [6.2]		
Port	Baud Rate	FCM
1	38400	6
2	9600	6
3	9600	6
4	9600	6


Comm [6.5]		Host IPs	
IP Address:	10 53 24 131	ATMS	
Mask:	255 255 255 0	10	50 10 22
Gateway:	10 53 24 1	SG	
Port #:	5125	0	0 0 0 0




NAME:	Shepherd & Willow	ID:	283	Configuration:	Standard File
Prepared by:	JT	Date Installed / By:	2/22/2020 (JT)		
Checked by:	JT	Date Superseded:			

Advance Warning [1.1.9]	
Ph	Tm
Aux Out #1	0 0
Aux Out #2	0 0

V76.12/13	
Updated 12/6/17	
Date Printed:	
2/22/20	
Page 1	

[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits										[2.5] Transition																						
		Pat#	Cyc	Off	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	9	10	Pat#	Short	Long	Dwell	No Shortway Ø			E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI							
Test OpMode	0	1	0	0	1	1	Split	0	0	0	0	0	0	0	0	0	0	1	10	25	0	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Correction	SHRT/LNG						Crd-P																																
Maximum	MAX INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON		
Force Mode	FIXED	2	0	0	2	1	Split	0	0	0	0	0	0	0	0	0	0	2	10	25	0	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
Flash Mode	CHANNEL						Crd-P																																
Coord Modes+ (Page 2)							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON		
FreeonSeqCh	ON	3	0	0	3	1	Split	0	0	0	0	0	0	0	0	0	0	3	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF							
Closed Loop	OFF						Crd-P																																
External	OFF						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON			
Latch Sec Frc	OFF	4	0	0	4	1	Split	0	0	0	0	0	0	0	0	0	0	4	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF							
Stop-in-Walk	OFF						Crd-P																																
Ped Recycle	P1256_INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON			
Expand Split	OFF	5	0	0	5	1	Split	0	0	0	0	0	0	0	0	0	0	5	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF							
Easy Float	OFF						Crd-P																																
Auto Reset	ON						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON			
NTCIP Yield	+ 0	6	0	0	6	1	Split	0	0	0	0	0	0	0	0	0	0	6	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF							
Leave Walk							Crd-P																																
Before	TIMED						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON			
After	TIMED	7	0	0	7	1	Split	0	0	0	0	0	0	0	0	0	0	7	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF							
Intersection Name: Shepherd & Willow							Crd-P																																
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON		
		8	0	0	8	1	8	Split	0	0	0	0	0	0	0	0	0	0	8	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF						
								Crd-P																															
								Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON	
		9	0	0	9	1	9	Split	0	0	0	0	0	0	0	0	0	0	9	10	25	0	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF					
								Crd-P																															
								Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	NON
		10	0	0	10	1	10	Split	0	0	0	0	0	0	0	0	0	0	10	10	25	0	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF					
								Crd-P																															
								Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	NON
		11	0	0	0	1	11	Split	0	0	0	0	0	0	0	0	0	0	11		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF					
								Crd-P																															
Mode	NON							NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON		
12	0	0	0	1	12	Split	0	0	0	0	0	0	0	0	0	0	12	0	17	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF							
						Crd-P																																	
						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	NON		
13	0	0	0	1	13	Split	0	0	0	0	0	0	0	0	0	0	13		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF							
						Crd-P																																	
						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	NON		

[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits										[2.5] Transition																				
		Pat#	Cyc	Off	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	9	10	Pat#	Short	Long	Dwell	No Shortway Ø			E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI					
Test OpMode	0	20	0	0	1	20	Split	0	0	0	0	0	0	0	0	0	0	20	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF				
Correction	SHRT/LNG						Crd-P																														
Maximum	MAX INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON
Force Mode	FIXED	21	0	0	1	21	Split	0	0	0	0	0	0	0	0	0	0	21	0	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF			
Flash Mode	CHANNEL						Crd-P																														
Coord Modes+ (Page 2)							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																		NON	NON	NON
FreeonSeqCh	ON	22	0	0	1	22	Split	0	0	0	0	0	0	0	0	0	0	22	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF				
Closed Loop	OFF						Crd-P																														
External	OFF						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	
Latch Sec Frc	OFF	23	0	0	1	23	Split	0	0	0	0	0	0	0	0	0	0	23	0	17	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF				
Stop-in-Walk	OFF						Crd-P																														
Ped Recycle	P1256_INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	
Expand Split	OFF	24	0	0	1	24	Split	0	0	0	0	0	0	0	0	0	0	24	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF				
Easy Float	OFF						Crd-P																														
Auto Reset	ON						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	
NTCIP Yield	+ 0	25	0	0	1	25	Split	0	0	0	0	0	0	0	0	0	0	25	0	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF			
Leave Walk							Crd-P																														
Before	TIMED						Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																		NON	NON	NON
After	TIMED	26	0	0	1	26	Split	0	0	0	0	0	0	0	0	0	0	26	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF				
Intersection Name: Shepherd & Willow							Crd-P																														
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	
		27	0	0	1	27	Split	0	0	0	0	0	0	0	0	0	0	27	0	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF			
							Crd-P																														
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																		NON	NON	NON
		28	0	0	1	28	Split	0	0	0	0	0	0	0	0	0	0	28	17	0	0	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF		
							Crd-P																														
							Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																			NON	NON
		29	0	0	1	29	Split	0	0	0	0	0	0	0	0	0	0	29	0	17	0	0	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF	
							Crd-P																														
Mode	NON						NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																				NON
30	0	0	1	30	Split	0	0	0	0	0	0	0	0	0	0	30	17	0	0	0	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF			
					Crd-P																																
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																				NON	NON	NON
31	0	0	1	31	Split	0	0	0	0	0	0	0	0	0	0	31	0	17	0	0	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF			
					Crd-P																																
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																				NON	NON	NON
32	0	0	1	32	Split	0	0	0	0	0	0	0	0	0	0	32	17	0	0	0	0	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF		
					Crd-P																																
					Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																					NON	NON

[2.7.X.3] TSP Split Table

Pat#	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
1	0	0	1	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
2	0	0	2	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
3	0	0	3	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
4	0	0	4	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
5	0	0	5	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						

[2.9.2.(1-8)] Strategy Tables

Pat#	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
6	0	0	6	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						
9 - FREE	0	0	9	1		0	0	0	0	0	0	0	0	0	0
	TSP - Max Reduction					0	0	0	0	0	0	0	0	0	0
	TSP - Max Extend					0	0	0	0	0	0	0	0	0	0
	Request					1	2	3	4						
	Strategy					0	0	0	0						
	TimSvcDes					0	0	0	0						
	TimEstDep					0	0	0	0						

STRATEGY_1

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_2

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_3

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_4

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_5

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_6

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_7

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_8

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

Overlap 1-8 Program Params & Parm+ [1.5.2.1] [1.5.2.8]		
1	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
A	Conflict Olap	Red 1
	Conflict Ped	
2	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
B	Conflict Olap	Red 1
	Conflict Ped	
3	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
C	Conflict Olap	Red 1
	Conflict Ped	
4	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
D	Conflict Olap	Red 1
	Conflict Ped	
5	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
E	Conflict Olap	Red 1
	Conflict Ped	
6	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
F	Conflict Olap	Red 1
	Conflict Ped	
7	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
G	Conflict Olap	Red 1
	Conflict Ped	
8	Included Ø	NORMAL
	Modifier Ø	Gm
	Conflict Ø	Yel 3
H	Conflict Olap	Red 1
	Conflict Ped	

Preemption Options+ [3.Pre #.6]									
Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min	
1	OFF	RAIL	TS2		OFF	OFF	OFF	MAX	
2	OFF	RAIL	TS2	0	OFF	OFF	OFF	MAX	
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX	
4	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX	
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX	
6	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX	

Preemption Times [3.#.1]									
Pre #	Delay	MinDura	MaxPres	MinGm	MinWlk	PedClr	Track Gm	Min Dwell	
1									
2	0	0	0	0	0	0	0	0	
3		10	60	6		32		10	
4	0	10	60	6	0	32	0	10	
5		10	60	6		32		10	
6	0	10	60	6	0	32	0	10	

Preemption, Options [3.#.3]						
Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt	Flash Dwell	Link	
1	OFF		OFF		ON	
2	OFF		OFF		OFF 0	
3	OFF		OFF		OFF	
4	OFF		OFF		OFF 0	
5	OFF		OFF		OFF	
6	OFF		OFF		OFF 0	

Preemption, Times+ [3.#.4]						
Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red	
1						
2	0	0	0	0	0	
3		20	10	3.9	2	
4	0	20	10	3.9	2	
5		20	10	3.9	2	
6	0	20	10	3.9	2	

Pre 1 = RR1
 Pre 2 = RR2
 Pre 3 = EVA
 Pre 4 = EVB
 Pre 5 = EVC
 Pre 6 = EVD

Phases [3.#.2] - set the Dwell Phases											
Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	6	1								
	Peds										
6	Dwell Veh	8	3								
	Peds										

Phases [3.#.2] - Trk Veh	
Pre #	Phases
1	
2	
3	
4	
5	
6	

Exit Phases [3.#.2]		
No.	Exit Phase	
1		
2		
3	2	5
4	4	7
5	1	6
6	3	8

Overlaps+ [3.#.5]											
Pre #	Track	Preempt Overlaps +									
1	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
2	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
3	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
4	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
5	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
6	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										

OLP GENERAL PARAMETERS [1.5.1]	
Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	ON
Xtra Incl Phases	OFF
InhibitLockInterval	Always
Channel Parameters [1.8.3]	
Pre Invert Rail Input	OFF

Prog Params+ (MM>1>5>2>X>3)			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0		

OverlapB+: 3-C			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0		

OverlapB+: 2-B			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0		

OverlapB+: 4-D			
Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0		



CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]																Chan Settings [1.8.2]								
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8								
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X																
Page 1								Page 2																

CHANNEL PARAMETERS [1.8.3]	
CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER
IO PARAMETERS [1.8.6]	
C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

CHANNELS+ [1.8.4]																
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Green	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID: 283 NAME: Shepherd & Willow

I/O LOGIC [1.8.7]																				Prt Date: 2/22/2020					
Row#	Result		=	Operand_1				Operand_2				Operand_3				Timer		Ped Parms (MM>5>4)							
	I/O	Fcn		Inv	Src	I/O	Fun	Logic Func	Inv	Src	I/O	Fun	Logic Func	Inv	Src	I/O	Fun	Logic Func	Dly	Sec	Det#	Call	No Act	Max Pres	Err Cnt
1	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	1	0	0	0	0
2	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	2	2	0	0	0
3	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	3	0	0	0	0
4	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	4	4	0	0	0
5	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	5	0	0	0	0
6	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	6	6	0	0	0
7	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	7	0	0	0	0
8	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	8	0	0	0	0
9	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0	PAGE 6				
10	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0					

Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]								Parameters+ 1-32 [5.3]							Info Only	Det #		
Det #	Input Slot	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy			Delay		Type	Src	Dir	Det #
																					G	Y	R	1	2				
1	111U	1					0	0	0	255	1	X	X	-	-	-	-	X	X	1	X	X	-			NORM		NBL1	1
2	212U	2	0	0	0	0	0	0	0	255	2	-	X	-	-	-	-	X	X	2	X	X	-	0	0	NORM	0		2
3	212L	2	0	0	2	0	0	0	0	255	3	X	-	-	-	-	-	X	X	3	X	X	-	0	0	STOPB	0		3
4	213U	2	0	0	2	0	0	0	0	255	4	X	-	-	-	-	-	X	X	4	X	X	-	0	0	STOPB	0	SBT3	4
5	213L	2	0	0	2	0	0	0	0	255	5	X	-	-	-	-	-	X	X	5	X	X	-	0	0	STOPB	0	SBR1	5
6	214U	2	0	0	2	0	0	0	0	255	6	X	-	-	-	-	-	X	X	6	X	X	-	0	0	STOPB	0	SBT1	6
7	315U	3					0	0	0	255	7	X	X	-	-	-	-	X	X	7	X	X	-			NORM		EBL1	7
8	416U	4	0	0	0	0	0	0	0	255	8	-	X	-	-	-	-	X	X	8	X	X	-	0	0	NORM	0		8
9	416L	4	0	0	2	0	0	0	0	255	9	X	-	-	-	-	-	X	X	9	X	X	-	0	0	STOPB	0		9
10	417U	4	0	0	2	0	0	0	0	255	10	X	-	-	-	-	-	X	X	10	X	X	-	0	0	STOPB	0	WBT3	10
11	417L	4		15	2	0	0	0	0	255	11	X	-	-	-	-	-	X	X	11	X	X	-			STOPB		WBR1	11
12	418U	4			2	0	0	0	0	255	12	X	-	-	-	-	-	X	X	12	X	X	-			STOPB		WBT1	12
13	119U	1	0	0	0	0	0	0	0	255	13	X	X	-	-	-	-	X	X	13	X	X	-	0	0	NORM	0		13
14	319L	3	0	0	0	0	0	0	0	255	14	X	X	-	-	-	-	X	X	14	X	X	-	0	0	NORM	0		14
15	5J1U	5	0	0	0	0	0	0	0	255	15	X	X	-	-	-	-	X	X	15	X	X	-	0	0	NORM	0	SBL1	15
16	6J2U	6					0	0	0	255	16	-	X	-	-	-	-	X	X	16	X	X	-			NORM			16
17	6J2L	6			2	0	0	0	0	255	17	X	-	-	-	-	-	X	X	17	X	X	-			STOPB			17
18	6J3U	6			2	0	0	0	0	255	18	X	-	-	-	-	-	X	X	18	X	X	-			STOPB		NBT3	18
19	6J3L	6			2	0	0	0	0	255	19	X	-	-	-	-	-	X	X	19	X	X	-			STOPB		NBR1	19
20	6J4U	6			2	0	0	0	0	255	20	X	-	-	-	-	-	X	X	20	X	X	-			STOPB		NBT1	20
21	7J5U	7					0	0	0	255	21	X	X	-	-	-	-	X	X	21	X	X	-			NORM		WBL1	21
22	8J6U	8	0	0	0	0	0	0	0	255	22	-	X	-	-	-	-	X	X	22	X	X	-	0	0	NORM	0		22
23	8J6L	8	0	0	2	0	0	0	0	255	23	X	-	-	-	-	-	X	X	23	X	X	-	0	0	STOPB	0		23
24	8J7U	8	0	0	2	0	0	0	0	255	24	X	-	-	-	-	-	X	X	24	X	X	-	0	0	STOPB	0	EBT3	24
25	8J7L	8	0	15	2	0	0	0	0	255	25	X	-	-	-	-	-	X	X	25	X	X	-	0	0	STOPB	0	EBR1	25
26	8J8U	8	0	0	2	0	0	0	0	255	26	X	-	-	-	-	-	X	X	26	X	X	-	0	0	STOPB	0	EBT1	26
27	5J9U	5					0	0	0	255	27	X	X	-	-	-	-	X	X	27	X	X	-			NORM			27
28	7J9L	7					0	0	0	255	28	X	X	-	-	-	-	X	X	28	X	X	-			NORM			28
29	2111U	2	0	0	2	0	0	0	0	255	29	X	-	-	-	-	-	X	X	29	X	X	-	0	0	STOPB	0		29
30	4111L	4	0	15	2	0	0	0	0	255	30	X	-	-	-	-	-	X	X	30	X	X	-	0	0	STOPB	0		30
31	6J11U	6			2	0	0	0	0	255	31	X	-	-	-	-	-	X	X	31	X	X	-			STOPB			31
32	8J11L	8		15	2	0	0	0	0	255	32	X	-	-	-	-	-	X	X	32	X	X	-			STOPB			32
33	111L	1	0	0	0	0	0	0	0	255	33	X	X	-	-	-	-	X	X	33	X	X	-	0	0	NORM	0	NBL2	33
34	214L	2			2	0	0	0	0	255	34	X	-	-	-	-	-	X	X	34	X	X	-			STOPB		SBT2	34
35	315L	3	0	0	0	0	0	0	0	255	35	X	X	-	-	-	-	X	X	35	X	X	-	0	0	NORM	0	EBL2	35
36	418L	4			2	0	0	0	0	255	36	X	-	-	-	-	-	X	X	36	X	X	-			STOPB		WBT2	36
37	5J1L	5	0	0	0	0	0	0	0	255	37	X	X	-	-	-	-	X	X	37	X	X	-	0	0	NORM	0	SBL2	37
38	6J4L	6			2	0	0	0	0	255	38	X	-	-	-	-	-	X	X	38	X	X	-			STOPB		NBT2	38
39	7J5L	7	0	0	0	0	0	0	0	255	39	X	X	-	-	-	-	X	X	39	X	X	-	0	0	NORM	0	WBL2	39
40	8J8L	8			2	0	0	0	0	255	40	X	-	-	-	-	-	X	X	40	X	X	-			STOPB		EBT2	40
41	4110U	2					0	0	0	255	41	-	X	-	-	-	-	X	X	41	X	X	-			NORM			41
42	4110L	2					0	0	0	255	42	-	X	-	-	-	-	X	X	42	X	X	-			NORM			42
43	8J10U	6					0	0	0	255	43	-	X	-	-	-	-	X	X	43	X	X	-			NORM			43
44	8J10L	6					0	0	0	255	44	-	X	-	-	-	-	X	X	44	X	X	-			NORM			44

Alt# 1 Times Table [1.1.6.1]								
Column#...->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]								
Column#...->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]								
Column#...->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0		0		0		0	
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0		0		0		0	

Alt# 2 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0		0		0		0	
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0		0		0		0	

Alt# 3 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0		0		0		0	
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0		0		0		0	

Alt# 4 Options Table [1.1.6.2]								
Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0		0		0		0	
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0		0		0		0	

Alternate Tables [2.6]																
Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off								ASC	CNA1	Max2	Dia
					1	2	3	4	5	6	7	8				
1	0	0	0	0									0	Off	DFT	
2													0	Off	DFT	
3	0	0	0	0									0	Off	DFT	
4													0	Off	DFT	
5	0	0	0	0									0	Off	DFT	
6													0	Off	DFT	
7	0	0	0	0									0	Off	DFT	
8													0	Off	DFT	
9	0	0	0	0									0	Off	DFT	
10													0	Off	DFT	
11	0	0	0	0									0	Off	DFT	
12													0	Off	DFT	
13	0	0	0	0									0	Off	DFT	
14													0	Off	DFT	
15	0	0	0	0									0	Off	DFT	
16													0	Off	DFT	
17	0	0	0	0									0	Off	DFT	
18													0	Off	DFT	
19	0	0	0	0									0	Off	DFT	
20													0	Off	DFT	
21	0	0	0	0									0	Off	DFT	
22													0	Off	DFT	
23	0	0	0	0									0	Off	DFT	
24													0	Off	DFT	

Time Base Parameters [4.6]			
Daylight Savings Time	ENABLE		
Time Base Sync Ref	0		
GMT Offset	-	8	
Daylight Savings	Mon	Week	
Spring	3	2	
Fall	11	1	

NOTE: % and MI parameters are not used and are not shown above.



NAME: **Shepherd & Willow**

2/22/2020

ID: **283**

#	Alarm	Ev	Alr
1	Power Up Alarm.	X	X
2	Stop Timing	X	X
3	Cabinet Door Activation	-	-
4	Coordination Failure	X	X
5	External Alarm # 1	-	-
6	External Alarm # 2	-	-
7	External Alarm # 3	-	-
8	External Alarm # 4	-	-
9	Closed Loop Disabled	-	-
10	External Alarm # 5	-	-
11	External Alarm # 6	-	-
12	Manual Control Enable	X	X
13	Coord Free Input	-	-
14	Local Flash Input	X	X
15	CMU/MMU Flash Input	-	-
16	MMU Fault	X	X
17	Cycle Fault	X	-
18	Cycle Failure	X	-
19	Coordination Fault	X	X
20	Controller Fault	X	X
25	EEPROM CRC Fault	X	X
30	Coord Diagnostic Fault	X	X
37	Download Request	X	X
38	Pattern Change	-	-
49	Preempt 1 Input	X	X
50	Preempt 2 Input	X	X
51	Preempt 3 Input	X	X
52	Preempt 4 Input	X	X
53	Preempt 5 Input	X	X
54	Preempt 6 Input	X	X
55	Preempt 7 Input	-	-
56	Preempt 8 Input	-	-
57	Preempt 9 Input	-	-
58	Preempt 10 Input	-	-
59	EEPROM Compare Fault	X	X
60	Coordination Failure	X	X
63	TSP Active Trigger	-	-
73	Controller Access	X	X
81	FIO Changed Status	X	X

#1 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#2 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#3 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#4 Bus Preempt		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

Alarm Parameters [1.6.7.1]	
Pattern Events:	ON
Local Txmt Alarms:	OFF
Reassign User Alarm #1 In (5):	0
Reassign User Alarm #2 In (6):	0
Preempt Events:	ON

I/O INPUT TABLE								
	1	2	3	4	5	6	7	8
1	2	16	8	22	3	17	9	23
2	6	20	12	26	198	199	30	31
3	15	1	21	7	27	13	28	14
4	189	189	189	189	4	18	10	24
5	130	134	132	136	200	201	202	203
6	32	5	19	11	25	29	208	207
7	33	34	35	36	37	38	39	40
8	41	42	43	44	189	189	189	189

ACTION Table [4.5]														
Act	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	P1	P2
1	1	-	-	-	-	-	-	-	-	-	-	-	0	0
2	2	-	-	-	-	-	-	-	-	-	-	-	0	0
3	3	-	-	-	-	-	-	-	-	-	-	-	0	0
4	4	-	-	-	-	-	-	-	-	-	-	-	0	0
5	5	-	-	-	-	-	-	-	-	-	-	-	0	0
6	6	-	-	-	-	-	-	-	-	-	-	-	0	0
7	7	-	-	-	-	-	-	-	-	-	-	-	0	0
8	8	-	-	-	-	-	-	-	-	-	-	-	0	0
9	9	-	-	-	-	-	-	-	-	-	-	-	0	0
10	10	-	-	-	-	-	-	-	-	-	-	-	0	0
11	11	-	-	-	-	-	-	-	-	-	-	-	0	0
12	12	-	-	-	-	-	-	-	-	-	-	-	0	0
13	13	-	-	-	-	-	-	-	-	-	-	-	0	0
14	14	-	-	-	-	-	-	-	-	-	-	-	0	0
15	15	-	-	-	-	-	-	-	-	-	-	-	0	0
16	0	-	-	-	-	-	-	-	-	-	-	-	0	0
54	254	-	-	-	-	-	-	-	-	-	-	-	0	0
55	0	-	-	-	-	-	-	-	-	-	-	-	0	0



Date Printed
2/22/2020

I/O Inputs - 1.8.9.1.5			
C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	30	Veh Det 30
54	I2-8	31	Veh Det 31
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	32	Veh Det 32
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	29	Veh Det 29
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUTS - 1.8.9.2.5			
C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9
I/O Outputs - 1.8.9.2.5			
C-11 OUTPUTS			
1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used
I/O Inputs - 1.8.9.1.5			
C-11 INPUTS			
15	I7-1	33	Veh Det 33
16	I7-2	34	Veh Det 34
17	I7-3	35	Veh Det 35
18	I7-4	36	Veh Det 36
19	I7-5	37	Veh Det 37
20	I7-6	38	Veh Det 38
21	I7-7	39	Veh Det 39
22	I7-8	40	Veh Det 40
23	I8-1	41	Veh Det 41
24	I8-2	42	Veh Det 42
25	I8-3	43	Veh Det 43
26	I8-4	44	Veh Det 44
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused



ID: 283

NAME: Shepherd & Willow

Date Printed:

2/22/2020

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ID Number: **283**

LOCATION: **Shepherd & Willow**

**City of Fresno
332 Cabinet
44 Detector Plus Setup**

DETECTOR ASSIGNMENTS

ISOLATORS

"I"	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
U P P E R	Ph 1 Call&Ext T2-1&2 C1-56 Det 1 NBL1	Ph 2 Ext T2-5&6 C1-39 Det 2 SB Far	Ph 2 Call&TP3 T2-9&10 C1-63 Det 4 SB Mid	Ph 2 Call&TP3 T4-1&2 C1-47 Det 6 SBT1	Ph 3 Call&Ext T4-5&6 C1-58 Det 7 EBL1	Ph 4 Ext T4-9&10 C1-41 Det 8 WB Far	Ph 4 Call&TP3 T6-1&2 C1-65 Det 10 WB Mid	Ph 4 Call&TP3 T6-5&6 C1-49 Det 12 WBT1	Ph 1 Call&Ext T6-9&10 C1-60 Det 13 NBLt Bk	Ph 2/4 Ext T10-5&6 C11-23 Det 41	Ph 2 Call&Ext T8-1 C1-80 Det 29 BIKE	Ph 2 PPB T8-4 C1-67	Ph 6 PPB T8-7 C1-68	FLASH SENSE T8-10 C1-81
	Ph 1 Call&Ext T2-3&4 C11-15 Det 33 NBL2	Ph 2 Call&TP3 T2-7&8 C1-43 Det 3 SB Bk	Ph 2 Call&Ext T2-11&12 C1-76 Det 5 SBRt	Ph 2 Call&TP3 T4-3&4 C11-16 Det 34 SBT2	Ph 3 Call&Ext T4-7&8 C11-17 Det 35 EBL2	Ph 4 Call&TP3 T4-11&12 C1-45 Det 9 WB Bk	Ph 4 Call&Ext T6-3&4 C1-78 Det 11 WBRt	Ph 4 Call&TP3 T6-7&8 C11-18 Det 36 WBT2	Ph 3 Call&Ext T6-11&12 C1-62 Det 14 EBLt Bk	Ph 2/4 Ext T10-7&8 C11-24 Det 42	Ph 4 Call&Ext T8-2 C1-53 Det 30 BIKE	Ph 4 PPB T8-5 C1-69	Ph 8 PPB T8-8 C1-70	STOP TIMING T8-11 C1-82
"J"	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
U P P E R	Ph 5 Call&Ext T3-1&2 C1-55 Det 15 SBL1	Ph 6 Ext T3-5&6 C1-40 Det 16 NB Far	Ph 6 Call&TP3 T3-9&10 C1-64 Det 18 NB Mid	Ph 6 Call&TP3 T5-1&2 C1-48 Det 20 NBT1	Ph 7 Call&Ext T5-5&6 C1-57 Det 21 WBL1	Ph 8 Ext T5-9&10 C1-42 Det 22 EB Far	Ph 8 Call&TP3 T7-1&2 C1-66 Det 24 EB Mid	Ph 8 Call&TP3 T7-5&6 C1-50 Det 26 EBT1	Ph 5 Call&Ext T7-9&10 C1-59 Det 27 SBLt Bk	Ph 6/8 Ext T10-9&10 C11-25 Det 43	Ph 6 Call&Ext T9-1 C1-54 Det 31 BIKE	EMER A Ph 2 + 5 T9-4 C1-71	EMER B Ph 4 + 7 T9-5 C1-72	RR1 FLASH T9-10 C1-51
	Ph 5 Call&Ext T3-3&4 C11-19 Det 37 SBL2	Ph 6 Call&TP3 T3-7&8 C1-44 Det 17 NB Bk	Ph 6 Call&Ext T3-11&12 C1-77 Det 19 NBRt	Ph 6 Call&TP3 T5-3&4 C11-20 Det 38 NBT2	Ph 7 Call&Ext T5-7&8 C11-21 Det 39 WBL2	Ph 8 Call&TP3 T5-11&12 C1-46 Det 23 EB Bk	Ph 8 Call&Ext T7-3&4 C1-79 Det 25 EBRt	Ph 8 Call&TP3 T7-7&8 C11-22 Det 40 EBT2	Ph 7 Call&Ext T7-11&12 C1-61 Det 28 WBLt Bk	Ph 6/8 EXT T10-11&12 C11-26 Det 44	Ph 8 Call&Ext T9-2 C1-75 Det 32 BIKE	EMER C Ph 1 + 6 T9-7 C1-73	EMER D Ph 3 + 8 T9-8 C1-74	RR2 LTD OP T9-11 C1-52

COMMENTS:

Movement	NL	ST	EL	WT	SL	NT	WL	ET
Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	11	8	11	9	11	8	11	9
Gap, Ext	2	4	2	4.4	2	3.2	2	4.2
Max 1	25	40	25	40	25	40	25	40
Max 2	0	0	0	0	0	0	0	0
Yel Clearance	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Red Clearance	1	1	1	1	1	1	1	1
Walk	0	7	0	7	0	7	0	7
Ped Clearance	0	25	0	23	0	25	0	25
Red Revert	1	1	1	1	1	1	1	1
Add Initial	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Time B4 Reduct	0	19	0	18	0	19	0	18
Cars B4 Reduct	0	0	0	0	0	0	0	0
Time To Reduce	0	11	0	12	0	11	0	12
Reduce By	0	0	0	0	0	0	0	0
Min Gap	2	2.5	2	2.8	2	2	2	2.6
DyMaxLim	31	46	31	46	31	46	31	46
Max Step	6	6	6	6	6	6	6	6

Phase Options+ [1.1.3]								
Options+	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
SkipRed-NoCall								
Red Rest								
Max II								
*Max III								
Max Inhibit								
Ped Delay								
Red Rest on Gap								
Conflicting Phase	0	0	0	0	0	0	0	0
Grn/Ped Delay								
Omit Yel, Yel P	0	0	0	0	0	0	0	0
Ped Out/Olp Ped								
StartYel, Next P	0	0	0	0	0	0	0	0
*StartupVehCall	1	2	3	4	5	6	7	8
*StartupPedCall								

Unit Params [1.2.1]			
*Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	1
MCE Timeout	0	Auto Ped Clear	OFF
Loc Flsh Start	RSt	Display Time	30
Yellow < 3"	OFF	Tone Disable	ON
Allow Skip Yel	OFF	AudioPedTime	OFF
Start Red Tm	6	Phase Mode	STD8
*Startup Calls	OFF	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFlt Actn	ALARM
Prmpt/Ext Coord	EXT	Clmc Decide	OFF
Aux Switch	STOPTM	LPAIt Srs	OFF
*InhFYA Red St	Off	*SecurityDelay	0

CITY of CLOVIS

Phase Seq. (2 ring) Chart [1.2.4]									
Seq #	Ring	Phases							
1	1	1	2	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
2	1	1	2	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0
3	1	2	1	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
4	1	2	1	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0
5	1	1	2	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
6	1	1	2	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0
7	1	2	1	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
8	1	2	1	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0
9	1	1	2	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
10	1	1	2	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0
11	1	2	1	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
12	1	2	1	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0
13	1	1	2	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
14	1	1	2	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0
15	1	2	1	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
16	1	2	1	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0

Phase Concurency [1.1.4]				
Phase	Ring	StartUp	Concurrent Phases	
1	1	RED	5	6
2	1	RED	5	6
3	1	RED	7	8
4	1	GREEN	7	8
5	2	RED	1	2
6	2	RED	1	2
7	2	RED	3	4
8	2	GREEN	3	4
9	0	RED	0	0
10	0	RED	0	0
11	0	RED	0	0
12	0	RED	0	0

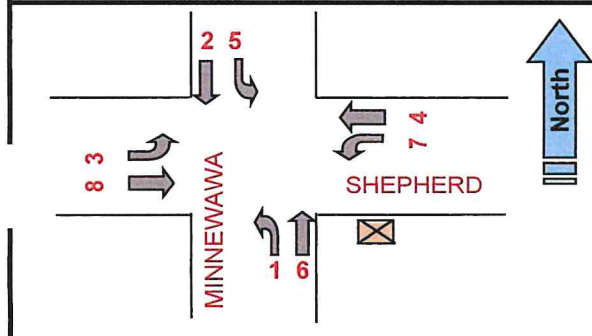
* - 76.12B or newer

Times+ [1.1.7]								
	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFlsh	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Comm Ports [6.6]				
Channel	Port	Echo	Mode	
Async 1	SP1	NONE	0	
Async 2	SP2	NONE	0	
Async 3	SP8	NONE	0	
Async 4	OFF	NONE	0	
Sync 1	SP5S			
Sync 2	OFF			
TS2CVM	NONE			
Opticom	NONE			
GPS	NONE			

Comm [6.2]		
Port	Baud Rate	FCM
1	9600	6
2	9600	6
3	1200	0
4	1200	0

Comm [6.5]				Host IPs				
IP Address:	10	128	1	51	ATMS			
Mask:	255	255	255	0	172	26	17	230
Gateway:	10	128	1	254	SG			
Port #:	5051			0	0	0	0	0



NAME: MINNEWAWA @ SHEPHERD **ID:** 299 **Configuration:** Standard File

Prepared by: T. Barker **Date Installed / By:** 1/10/2022

Checked by: T. Barker **Date Superseded:**

V76.12
ATMS 1.5.45.263

Date Printed:
1/10/22
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[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits								[2.5] Transition																				
		Pat#	Cyc	Off-Set	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	Pat#	Short	Long	Dwell	No Shortway Ø			E-Yld	Offset	Ret Hold	Flt	Veh	Ped	FRC MODE					
Test OpMode	0	1	0	0	1	1	Split	0	0	0	0	0	0	0	0	1	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-						
Correction	LONG						Crd-P																												
Maximum	MAX INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON		
Force Mode	FIXED	2	0	0	2	1	Split	0	0	0	0	0	0	0	0	2	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-						
Flash Mode	CHANNEL						Crd-P																												
Coord Modes+ (Page 2)							Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON		
FreeonSeqCh	ON	3	0	0	3	1	Split	0	0	0	0	0	0	0	0	3	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-						
Closed Loop	OFF						Crd-P																												
External	OFF						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON		
Latch Sec Frc	OFF	4	0	0	4	1	Split	0	0	0	0	0	0	0	0	4	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-						
Stop-in-Walk	OFF						Crd-P																												
Ped Recycle	P1256_INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON		
Expand Splt	OFF	5	0	0	5	1	Split	0	0	0	0	0	0	0	0	5	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-						
Easy Float	OFF						Crd-P																												
Auto Reset	ON						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON		
NTCIP Yield	+ 0	6	0	0	6	1	Split	0	0	0	0	0	0	0	0	6	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-						
Leave Walk							Crd-P																												
Before	TIMED						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON		
After	TIMED	7		0	7	1	Split	0	0	0	0	0	0	0	0	7	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-						
MINNEWAWA @ SHEPHERD							Crd-P																												
							Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON		
		CITY OF CLOVIS	293	ID:	0	0	8	1	Split	0	0	0	0	0	0	0	0	8	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-				
Crd-P																																			
Mode	NON								NON	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	
0	0	9	0	0	9	1	Split	0	0	0	0	0	0	0	0	9	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-						
							Crd-P																												
							Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON	NON	
0	0	10	0	0	10	1	Split	0	0	0	0	0	0	0	0	10	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-						
							Crd-P																												
							Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON	NON	
0	0	30	0	0	0	1	Split	0	0	0	0	0	0	0	0	30		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-					
							Crd-P																												
							Mode	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON
0	0	31	0	0	0	1	Split	0	0	0	0	0	0	0	0	31		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-					
							Crd-P																												
							Mode	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON
0	0	32	0	0	0	1	Split	0	0	0	0	0	0	0	0	32		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-					
							Crd-P																												
							Mode	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON

Overlap 1-8 Program Params & Parm+ [1.5.2.1] [1.5.2.8]			
1	Included Ø		NORMAL
	Modifier Ø	Grn	
	Conflict Ø	Yel	3
A	Conflict Olap	Red	1
	Conflict Ped	LG	OFF
2	Included Ø		NORMAL
	Modifier Ø	Grn	
	Conflict Ø	Yel	3
B	Conflict Olap	Red	1
	Conflict Ped	LG	OFF
3	Included Ø		NORMAL
	Modifier Ø	Grn	
	Conflict Ø	Yel	3
C	Conflict Olap	Red	1
	Conflict Ped	LG	OFF
4	Included Ø		NORMAL
	Modifier Ø	Grn	
	Conflict Ø	Yel	3
D	Conflict Olap	Red	1
	Conflict Ped	LG	OFF
5	Included Ø		NORMAL
	Modifier Ø	Grn	
	Conflict Ø	Yel	3
E	Conflict Olap	Red	1
	Conflict Ped	LG	OFF
6	Included Ø		NORMAL
	Modifier Ø	Grn	
	Conflict Ø	Yel	3
F	Conflict Olap	Red	1
	Conflict Ped	LG	OFF
7	Included Ø		NORMAL
	Modifier Ø	Grn	
	Conflict Ø	Yel	3
G	Conflict Olap	Red	1
	Conflict Ped	LG	OFF
8	Included Ø		NORMAL
	Modifier Ø	Grn	
	Conflict Ø	Yel	3
H	Conflict Olap	Red	1
	Conflict Ped	LG	OFF

Preemption Options+ [3.Pre #6]										
Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min		
1	ON	RAIL	TS2		OFF	OFF	OFF	MAX		
2	OFF	EMERG	TS2		OFF	OFF	OFF	MAX		
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX		
4	ON	EMERG	TS2		OFF	OFF	OFF	MAX		
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX		
6	ON	EMERG	TS2		OFF	OFF	OFF	MAX		

Preemption Times [3.#.1]										
Pre #	Delay	MinDura	MaxPres	MinGrn	MinWlk	PedClr	Track Grn	Min Dwell		
1										
2										
3					4	19				
4					4	18				
5					4	19				
6					4	20				

Preemption, Options [3.#.3]						
Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt#	Flash Dwell	Link	
1	ON	ON	OFF	ON		
2	OFF	ON	OFF	OFF		
3	OFF	OFF	OFF	OFF		
4	OFF	OFF	OFF	OFF		
5	OFF	OFF	OFF	OFF		
6	OFF	OFF	OFF	OFF		

Preemption, Times+ [3.#.4]					
Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red
1					
2					
3					
4					
5					
6					

Pre 1 = RR1
Pre 2 = RR2
Pre 3 = EVA
Pre 4 = EVB
Pre 5 = EVC
Pre 6 = EVD

Low Priority Preempts [3.X; where X = 7 thru 10]							Times			
Pre #	Enb	C+P	Lock	NoSkip	Qjump	Alt Tbl	Min	Max	Lock	Priority Phases
7	OFF	OFF	MAX	OFF	OFF		0	0	0	0 0 0 0 0
8	OFF	OFF	MAX	OFF	OFF		0	0	0	0 0 0 0 0
9	OFF	OFF	MAX	OFF	OFF		0	0	0	0 0 0 0 0
10	OFF	OFF	MAX	OFF	OFF		0	0	0	0 0 0 0 0

Phases [3.#.2] - set the Dwell Phases											
Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	1	6								
	Peds										
6	Dwell Veh	3	8								
	Peds										

Phases [3.#.2] - Trk Veh			
Pre #	Column	1	2
1			
2			
3			
4			
5			
6			

Exit Phases [3.#.2]			
No.	Column	1	2
1	4	8	
2			
3	2	6	
4	4	8	
5	2	6	
6	4	8	

Overlaps+ [3.#.5]										
Pre #	Track	Dwell	Track	Dwell	Track	Dwell	Track	Dwell	Track	Dwell
1										
2										
3										
4										
5										
6										

Unit Parameters [1.2.1]	
Stop Timer Over Preempt	OFF
Preempt or Ext Output	EXT
Max Seek Track Time	0
Max Seek Dwell Time	0
Channel Parameters [1.8.3]	
Pre Invert Rail Input	OFF

OLP GENERAL PARAMETERS [1.5.1]	
Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	OFF
Xtra Incl Phases	OFF
InhibitLockInterval	Always

PREEMPTION NOTE: Each preemption has it's own set of menus. To access each menu :

- Press "3" for preemption
- Then enter "Preempt number" (1 through 6 and shown as "#" in Schedules above)
- Then enter "number of Menu item" you want to access (1-Times, 2-Phases, 3-Options, 4-Times+, 5-Overlaps+ or 6-Options+)
- Once in an above menu push Escape once to go back to main preemption menu.

CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]																Chan Settings [1.8.2]								
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8								
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X																
Page 1								Page 2																

CHANNEL PARAMTERS [1.8.3]	
CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER

CHANNELS+ [1.8.4]																
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IO PARAMETERS [1.8.6]	
C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

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I/O LOGIC [1.8.7]																
Row#	Result		Function			OP	Function			OP	Function			OP	Timer	
	I/O	Fcn	Inv	I/O	Fcn	Logic	Inv	I/O	Fcn	Logic	Inv	I/O	Fcn	Logic	Dly	Sec
1		0	-		----	0	-		----	0	-		----	0	DLY	0
2		0	-		----	0	-		----	0	-		----	0	DLY	0
3		0	-		----	0	-		----	0	-		----	0	DLY	0
4		0	-		----	0	-		----	0	-		----	0	DLY	0
5		0	-		----	0	-		----	0	-		----	0	DLY	0
6		0	-		----	0	-		----	0	-		----	0	DLY	0
7		0	-		----	0	-		----	0	-		----	0	DLY	0
8		0	-		----	0	-		----	0	-		----	0	DLY	0
9		0	-		----	0	-		----	0	-		----	0	DLY	0
10		0	-		----	0	-		----	0	-		----	0	DLY	0

Ped Parms (MM>5>4)				
Det#	Call	No Act	Max Pres	Err Cnt
1	0	0	0	0
2	2	0	5	0
3	0	0	0	0
4	4	0	5	0
5	0	0	0	0
6	6	0	5	0
7	0	0	0	0
8	8	0	5	0

Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]								Parameters+ 1-32 [5.3]						Info Only		Det #			
Det #	Input Slot	Call Ø	Swi Ø	Day	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy			Delay		Type	Src	Dir	Type	Det #
																					G	Y	R	1	2					
1	111U	1					0	0	0	255	1	X	X	-	-	X	-	-	X	1	-	-	-			NORM		NBLT Front	1	
2	212U	2	0	0.0	1.4	0	0	0	0	255	2	X	X	-	-	-	-	-	X	2	-	-	-	0	0	NORM	0	SB INT	2	
3	212L	2	0	0.0	0.0	0	0	0	0	255	3	X	X	-	-	-	-	-	X	3	-	-	-	0	0	NORM	0	SB FAR	3	
4	213U	2	0	10.0	0.0	0	0	0	0	255	4	X	X	-	-	-	-	-	X	4	-	-	-	0	0	NORM	0	SBRT	4	
5	213L	2	0	0.0	2.0	0	0	0	0	255	5	X	X	-	-	-	-	-	-	5	-	-	-	0	0	NORM	0	SB BIKE	5	
6	214U	2	0	0.0	2.0	20	0	0	0	255	6	X	-	X	-	-	-	-	X	6	-	-	-	0	0	NORM	0	SB Front	6	
7	315U	3					0	0	0	255	7	X	X	-	-	X	-	-	X	7	-	-	-			NORM		EBLT Front	7	
8	416U	4	0	0.0	1.5	0	0	0	0	255	8	X	X	-	-	-	-	-	X	8	-	-	-	0	0	NORM	0	WB INT	8	
9	416L	4	0	0.0	0.0	0	0	0	0	255	9	X	X	-	-	-	-	-	X	9	-	-	-	0	0	NORM	0	WB FAR	9	
10	417U	4	0	10.0	0.0	0	0	0	0	255	10	X	X	-	-	-	-	-	X	10	-	-	-	0	0	NORM	0	WBRT	10	
11	417L	4			2.0	0	0	0	0	255	11	X	X	-	-	X	-	-	-	11	-	-	-			NORM		WB BIKE	11	
12	418U	4			2.0	20	0	0	0	255	12	X	-	X	-	-	-	-	X	12	-	-	-			NORM		WB Front	12	
13	119U	1	0	0.0	0.0	0	0	0	0	255	13	X	X	-	-	X	-	-	-	13	-	-	-			NORM	0	NBLT Loops	13	
14	319L	3	0	0.0	0.0	0	0	0	0	255	14	X	X	-	-	X	-	-	-	14	-	-	-			NORM		EBLT Loops	14	
15	511U	5	0	0.0	0.0	0	0	0	0	255	15	X	X	-	-	X	-	-	X	15	-	-	-			NORM	0	SBLT Front	15	
16	6J2U	6			1.2	0	0	0	0	255	16	-	X	-	-	-	-	-	X	16	-	-	-			NORM		NB INT	16	
17	6J2L	6			0.7	0	0	0	0	255	17	X	X	-	-	-	-	-	X	17	-	-	-			NORM		NB FAR	17	
18	6J3U	6		10.0		0	0	0	0	255	18	X	X	-	-	-	-	-	X	18	-	-	-			NORM		NBRT	18	
19	6J3L	6			2.0	0	0	0	0	255	19	X	X	-	-	X	-	-	-	19	-	-	-			NORM		NB BIKE	19	
20	6J4U	6			2.0	20	0	0	0	255	20	X	-	X	-	-	-	-	X	20	-	-	-			NORM		NB Front	20	
21	7J5U	7					0	0	0	255	21	X	X	-	-	X	-	-	X	21	-	-	-			NORM		WBLT Front	21	
22	8J6U	8	0	0.0	1.4	0	0	0	0	255	22	X	X	-	-	-	-	-	X	22	-	-	-	0	0	NORM	0	EB INT	22	
23	8J6L	8	0	0.0	0.1	0	0	0	0	255	23	X	X	-	-	-	-	-	X	23	-	-	-	0	0	NORM	0	EB FAR	23	
24	8J7U	8	0	10.0	0.0	0	0	0	0	255	24	X	X	-	-	-	-	-	X	24	-	-	-	0	0	NORM	0	EBRT	24	
25	8J7L	8	0	0.0	2.0	20	0	0	0	255	25	X	-	X	-	-	-	-	-	25	-	-	-	0	0	NORM	0	EB Back	25	
26	8J8U	8	0	0.0	2.0	20	0	0	0	255	26	X	-	X	-	-	-	-	X	26	-	-	-	0	0	NORM	0	EB #1 Front	26	
27	5J9U	5					0	0	0	255	27	X	X	-	-	X	-	-	-	27	-	-	-			NORM		SBLT Loops	27	
28	7J9L	7					0	0	0	255	28	X	X	-	-	X	-	-	-	28	-	-	-			NORM		WBLT Loops	28	
29	2111U	2	0	0.0	0.0	0	0	0	0	255	29	-	-	-	-	-	-	-	-	29	-	-	-	0	0	BIKE	0	Not in Use	29	
30	4111L	4	0	0.0	0.0	0	0	0	0	255	30	-	-	-	-	-	-	-	-	30	-	-	-	0	0	BIKE	0	Not in Use	30	
31	6J11U	6					0	0	0	255	31	-	-	-	-	-	-	-	-	31	-	-	-			BIKE		Not in Use	31	
32	8J11L	8					0	0	0	255	32	-	-	-	-	-	-	-	-	32	-	-	-			BIKE		Not in Use	32	
33	111L	1	0	0.0	0.0	0	0	0	0	255	33	X	X	-	-	X	-	-	X	33	-	-	-	0	0	NORM	0	Not in Use	33	
34	214L	2			2.0	20	0	0	0	255	34	X	-	X	-	-	-	-	-	34	-	-	-			NORM		SB Back	34	
35	315L	3	0	0	0.0	0	0	0	0	255	35	X	X	-	-	X	-	-	X	35	-	-	-	0	0	NORM	0	Not in Use	35	
36	418L	4			2.0	20	0	0	0	255	36	X	-	X	-	-	-	-	-	36	-	-	-			NORM		WB Back	36	
37	5J1L	5	0	0	0.0	0	0	0	0	255	37	X	X	-	-	X	-	-	X	37	-	-	-			NORM	0	Not in Use	37	
38	6J4L	6			2.0	20	0	0	0	255	38	X	-	X	-	-	-	-	X	38	-	-	-			NORM		NB Back	38	
39	7J5L	7	0	0	0.0	0	0	0	0	255	39	X	X	-	-	X	-	-	X	39	-	-	-			NORM	0	Not in Use	39	
40	8J8L	8			2.0	20	0	0	0	255	40	X	-	X	-	-	-	-	X	40	-	-	-			NORM		EB #2 Front	40	
41	4110U	4					0	0	0	255	41	-	X	-	-	-	-	-	-	41	-	-	-			NORM		Not in Use	41	
42	4110L	4					0	0	0	255	42	-	X	-	-	-	-	-	-	42	-	-	-			NORM		Not in Use	42	
43	8J10U	8					0	0	0	255	43	-	X	-	-	-	-	-	-	43	-	-	-			NORM		Not in Use	43	
44	8J10L	8					0	0	0	255	44	-	X	-	-	-	-	-	-	44	-	-	-			NORM		Not in Use	44	

Alt# 1 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	X	X	X	X	X	X	X	X
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off								ASC	CNA1	Max2	Dia
					1	2	3	4	5	6	7	8				
1													0	Off		DFT
2													0	Off		DFT
3													0	Off		DFT
4													0	Off		DFT
5													0	Off		DFT
6													0	Off		DFT
7													0	Off		DFT
8													0	Off		DFT
9													0	Off		DFT
10	1												0	Off		DFT
11													0	Off		DFT
12													0	Off		DFT
13													0	Off		DFT
14													0	Off		DFT
15													0	Off		DFT
16													0	Off		DFT
17													0	Off		DFT
18													0	Off		DFT
19													0	Off		DFT
20													0	Off		DFT
21													0	Off		DFT
22													0	Off		DFT
23													0	Off		DFT
24													0	Off		DFT

Time Base Parameters [4.6]

Daylight Savings Time	DISABLE	
Time Base Sync Ref	0	
GMT Offset	-	0
Daylight Savings	Mon	Week
Spring	3	2
Fall	11	1

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I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	189	Unused
54	I2-8	189	Unused
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	189	Unused
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	178	Int Advance
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUTS - 1.8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9

I/O Outputs - 1.8.9.2.5

C-11 OUTPUTS

1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used

I/O Inputs - 1.8.9.1.5

C-11 INPUTS

15	I7-1	33	Veh Det 33
16	I7-2	34	Veh Det 34
17	I7-3	35	Veh Det 35
18	I7-4	36	Veh Det 36
19	I7-5	37	Veh Det 37
20	I7-6	38	Veh Det 38
21	I7-7	39	Veh Det 39
22	I7-8	40	Veh Det 40
23	I8-1	41	Veh Det 41
24	I8-2	42	Veh Det 42
25	I8-3	43	Veh Det 43
26	I8-4	44	Veh Det 44
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused

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12/2/2019

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ID NUMBER: C0293

LOCATION: MINNEWAWA and SHEPHERD

T. Barker
6/22/2020

CITY OF CLOVIS
332L CABINET
44 DETECTOR SETUP

DETECTOR ASSIGNMENTS											ISOLATORS			
	NBLT	SB INT	SBRT	SB NEAR	EBLT	WB INT	WBRT	WB NEAR	NBLT		West Leg	East Leg		
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 RED LOCK FRONT	Ph 2 Call & Ext T2-5 & 6 C1-39 DET 2 1.4	Ph 2 Call & Ext T2-9 & 10 C1-63 DET 4 10.0 Sec	Ph 2 Call & TP3 T4-1 & 2 C1-47 DET 6 Queue 20 2.0 FRONT	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7 RED LOCK FRONT	Ph 4 Call & Ext T4-9 & 10 C1-41 DET 8 1.5	Ph 4 Call & Ext T6-1 & 2 C1-65 DET 10 10.0 Sec	Ph 4 Call & TP3 T6-5 & 6 C1-49 DET 12 Queue 20 2.0 FRONT	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 RED LOCK 2nd & 3rd Loop	Ph 2/4 Ext T10-5 & 6 C11-23 DET 41	Ph 2 Call & Ext T8-1 C1-80 DET 29	Ph 2 PED CALL T8-4 C1-67	Ph 6 PED CALL T8-7 C1-68	FLASH SENSE T8-10 C1-81
	Ph 1 Call & Ext T2-3 & 4 C11-15 DET 33 RED LOCK	Ph 2 Call & Ext T2-7 & 8 C1-43 DET 3 0.0	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 RED LOCK 2.0	Ph 2 Call & TP3 T4-3 & 4 C11-16 DET 34 Queue 20 2.0 BACK	Ph 3 Call & Ext T4-7 & 8 C11-17 DET 35 RED LOCK	Ph 4 Call & Ext T4-11 & 12 C1-45 DET 9 0.0	Ph 4 Call & Ext T6-3 & 4 C1-78 DET 11 RED LOCK 2.0	Ph 4 Call & TP3 T6-7 & 8 C11-18 DET 36 Queue 20 2.0 BACK	Ph 3 Call & Ext T6-11 & 12 C1-62 DET 14 RED LOCK 2nd & 3rd Loop	Ph 2/4 Ext T10-7 & 8 C11-24 DET 42	Ph 4 Call & Ext T8-2 C1-53 DET 30	Ph 4 PED CALL T8-5 C1-69	Ph 8 PED CALL T8-8 C1-70	STOP TIME T8-11 C1-82
		SB FAR	SB BIKE	SB NEAR		WB FAR	WB BIKE	WB NEAR	EBLT			North Leg	South Leg	
J	SBLT	NB INT	NBRT	NB NEAR	WBLT	EB INT	EBRT	EB NEAR	SBLT		SB	WB	UPS	
J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14	
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15 RED LOCK FRONT	Ph 6 Ext T3-5 & 6 C1-40 DET 16 1.2	Ph 6 Call & Ext T3-9 & 10 C1-64 DET 18 10.0 Sec	Ph 6 Call & TP3 T5-1 & 2 C1-48 DET 20 Queue 20 2.0 FRONT	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 RED LOCK	Ph 8 Call & Ext T5-9 & 10 C1-42 DET 22 1.4	Ph 8 Call & Ext T7-1 & 2 C1-66 DET 24 10.0 Sec	Ph 8 Call & TP3 T7-5 & 6 C1-50 DET 26 Queue 20 2.0 #1 LANE	Ph 5 Call & Ext T7-9 & 10 C1-59 DET 27 RED LOCK 2nd & 3rd Loop	Ph 6/8 Ext T10-9 & 10 C11-25 DET 43	Ph 6 Call & Ext T9-1 C1-54 DET 31	PH 2 & 5 EVA Preempt T9-4 C1 - 71	PH 4 & 7 EVB Preempt T9-5 C1 - 72	LOW BATT RAILROAD 1 T9-10 C1-51
	Ph 5 Call & Ext T3-3 & 4 C11-19 DET 37 RED LOCK	Ph 6 Call & Ext T3-7 & 8 C1-44 DET 17 0.7	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 RED LOCK 2.0	Ph 6 Call & TP3 T5-3 & 4 C11-20 DET 38 Queue 20 2.0 BACK	Ph 7 Call & Ext T5-7 & 8 C11-21 DET 39 RED LOCK	Ph 8 Call & Ext T5-11 & 12 C1-46 DET 23 0.1	Ph 8 Call & TP3 T7-3 & 4 C1-79 DET 25 Queue 20 2.0 BACK	Ph 8 Call & TP3 T7-7 & 8 C11-22 DET 40 Queue 20 2.0 #2 LANE	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28 RED LOCK 2nd & 3rd Loop	Ph 6/8 Ext T10-11 & 12 C11-26 DET 44	Ph 8 Call & Ext T9-2 C1-75 DET 32	PH 6 & 1 EVC Preempt T9-7 C1 - 73	PH 8 EVD Preempt T9-8 C1 - 74	RAILROAD 2 T9-11 C1-52
		NB FAR	BIKE LANE	NB NEAR		EB FAR	EB NEAR	EB NEAR	WBLT		NB	EB		

COMMENTS:

DET #16 (NB INT) - Extend only due to northbound traffic exiting Serena Avenue crossing over the detection zone. "CALL" removed.
DET #19 (NB BIKE LANE) - Just added by CIP 18-08 Minnewawa Street Improvement Project.

222 Loop Amplifier
764 Discriminator
242 Isolator

Movement	NL	ST	EL	WT	SL	NT	WL	ET
Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	10	10	10	10	10	10	10	10
Gap, Ext	2	6.6	2	4.1	2	5.1	2	4.1
Max 1	30	40	30	40	30	40	30	40
Max 2	0	0	0	0	0	0	0	0
Yel Clearance	3.6	4.7	3.6	5	3.6	4.7	3.6	5
Red Clearance	2	1	2	1	2	1	2	1
Walk	0	7	0	7	0	7	0	7
Ped Clearance	0	26	0	26	0	26	0	26
Red Revert	1	1	1	1	1	1	1	1
Add Initial	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Time B4 Reduct	0	20	0	20	0	20	0	20
Cars B4 Reduct	0	0	0	0	0	0	0	0
Time To Reduce	0	10	0	10	0	10	0	10
Reduce By	0	0	0	0	0	0	0	0
Min Gap	2	4.6	2	2.6	2	3.5	2	2.6
DyMaxLim	36	46	36	46	36	46	36	46
Max Step	6	6	6	6	6	6	6	6

Phase Options+ [1.1.3]									
Options+	1	2	3	4	5	6	7	8	
Reservice									
PedClr Thru Yel									
SkipRed-NoCall									
Red Rest									
Max II									
*Max III									
Max Inhibit									
Ped Delay									
Red Rest on Gap									
Conflicting Phase									
Grn/Ped Delay									
Omit Yel, Yel P									
Ped Out/Olp Ped									
StartYel, Next P									
*StartupVehCall	1	2	3	4	5	6	7	8	
*StartupPedCall									

Unit Params [1.2.1]			
Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	1
MCE Timeout	0	Auto Ped Clear	OFF
Loc Flsh Start	RSt	Display Time	30
Yellow < 3"	OFF	Tone Disable	ON
Allow Skip Yel	OFF	AudioPedTime	OFF
Start Red Tm	6	Phase Mode	STD8
*Startup Calls	UsePrg	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFlt Actn	ALARM
Prmpt/Ext Coor	EXT	Clrc Discd	OFF
Aux Switch	STOPTM	LPAlt Srs	OFF
*InhFYA Red St	Off	*SecurityDelay	0



Phase Seq. (2 ring) Chart [1.2.4]									
Seq #	Ring	Phases							
1	1	1	2	3	4	0	0		
	2	5	6	7	8	0	0		
2	1	1	2	3	4	0	0		
	2	6	5	7	8	0	0		
3	1	2	1	3	4	0	0		
	2	5	6	7	8	0	0		
4	1	2	1	3	4	0	0		
	2	6	5	7	8	0	0		
5	1	1	2	3	4	0	0		
	2	5	6	7	8	0	0		
6	1	1	2	3	4	0	0		
	2	6	5	7	8	0	0		
7	1	2	1	3	4	0	0		
	2	5	6	7	8	0	0		
8	1	2	1	3	4	0	0		
	2	6	5	7	8	0	0		
9	1	1	2	4	3	0	0		
	2	5	6	7	8	0	0		
10	1	1	2	4	3	0	0		
	2	6	5	7	8	0	0		
11	1	2	1	4	3	0	0		
	2	5	6	7	8	0	0		
12	1	2	1	4	3	0	0		
	2	6	5	7	8	0	0		
13	1	1	2	4	3	0	0		
	2	5	6	7	8	0	0		
14	1	1	2	4	3	0	0		
	2	6	5	7	8	0	0		
15	1	2	1	4	3	0	0		
	2	5	6	7	8	0	0		
16	1	2	1	4	3	0	0		
	2	6	5	7	8	0	0		

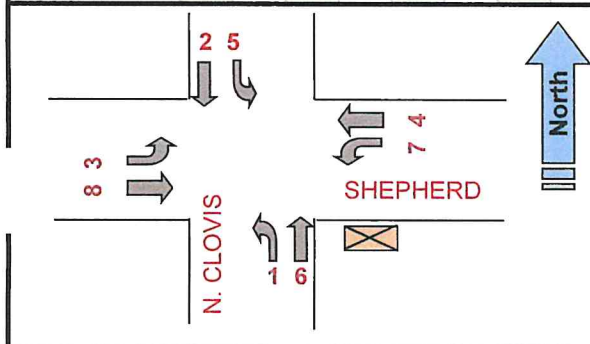
Phase Concurrency [1.1.4]				
Phase	Ring	StartUp	Concurrent Phases	
1	1	RED	5	6
2	1	RED	5	6
3	1	RED	7	8
4	1	GREEN	7	8
5	2	RED	1	2
6	2	RED	1	2
7	2	RED	3	4
8	2	GREEN	3	4
9	0	RED	0	0
10	0	RED	0	0
11	0	RED	0	0
12	0	RED	0	0

Times+ [1.1.7]									
	1	2	3	4	5	6	7	8	
Walk2	0	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0	0
SfClrNoFlsh	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Comm Ports [6.6]			
Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	OFF		
TS2CVM	NONE		
Opticom	NONE		
GPS	NONE		

Comm [6.2]		
Port	Baud Rate	FCM
1	9600	6
2	9600	6
3	1200	0
4	1200	0

Comm [6.5]				Host IPs				
IP Address:	10	128	1	57	ATMS			
Mask:	255	255	255	0	172	26	17	230
Gateway:	10	128	1	254	SG			
Port #:	5057				0	0	0	0



* - 76.12B or newer

Advance Warning [1.1.9]									
	Ph	Tm							
Aux Out #1	0	0							
Aux Out #2	0	0							

NAME:	CLOVIS @ SHEPHERD	ID:	C 0298	Configuration:	Standard File	V76.15.9 (z)
Prepared by:	<i>Tia B...</i>	Date Installed / By:	<i>6/10/2021</i>		ATMS 1.5.45.263	Date Printed:
Checked by:		Date Superseded:			6/11/21	Page 1

[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits								[2.5] Transition																					
		Pat#	Cyc	Off	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	Pat#	Short	Long	Dwell	No Shortway Ø			E-Yld	Offset	Ret Hold	Fit	Veh	Ped	FRC MODE						
Test OpMode	0	1	0	0	1	1	Split	0	0	0	0	0	0	0	0	1	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-							
Correction	LONG						Crd-P																													
Maximum	MAX INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON			
Force Mode	FIXED	2	0	0	2	1	Split	0	0	0	0	0	0	0	0	2	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-							
Flash Mode	CHANNEL						Crd-P																													
Coord Modes+ (Page 2)							Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON			
FreeonSeqCh	ON	3	0	0	3	1	Split	0	0	0	0	0	0	0	0	3	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-							
Closed Loop	OFF						Crd-P																													
External	OFF						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON			
Latch Sec Frc	OFF	4	0	0	4	1	Split	0	0	0	0	0	0	0	0	4	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-							
Stop-in-Walk	OFF						Crd-P																													
Ped Recycle	P1256_INH						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON			
Expand Split	OFF	5	0	0	5	1	Split	0	0	0	0	0	0	0	0	5	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-							
Easy Float	OFF						Crd-P																													
Auto Reset	ON						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON			
NTCIP Yield	+ 0	6	0	0	6	1	Split	0	0	0	0	0	0	0	0	6	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-							
Leave Walk							Crd-P																													
Before	TIMED						Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON			
After	TIMED	7		0	7	1	Split	0	0	0	0	0	0	0	0	7	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-							
Intersection Name: CLOVIS @ SHEPHERD							Crd-P																													
							Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON	NON		
		8	0	0	8	1	8	Split	0	0	0	0	0	0	0	0	8	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-						
								Crd-P																												
								Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	NON	NON	NON	NON	
		9	0	0	9	1	9	Split	0	0	0	0	0	0	0	0	9	10	17	0	0	0	0	0	0	0	BegGRN	-	-	-	-					
								Crd-P																												
								Mode	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON	NON
		10	0	0	10	1	10	Split	0	0	0	0	0	0	0	0	10	10	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-				
								Crd-P																												
								Mode	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON
		30	0	0	0	1	30	Split	0	0	0	0	0	0	0	0	30		17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-				
Crd-P																																				
Mode	NON							NON	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	
31	0	0	0	1	31	Split	0	0	0	0	0	0	0	0	31	0	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
						Crd-P																														
						Mode	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	NON	
32	0	0	0	1	32	Split	0	0	0	0	0	0	0	0	32		17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
						Crd-P																														
						Mode	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	NON	



Overlap 1-8 Program Parm+ [1.5.2.1] [1.5.2.8]			
1	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
A	Conflict Olap		Red 1.5
	Conflict Ped		LG
2	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
B	Conflict Olap		Red 1.5
	Conflict Ped		LG
3	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
C	Conflict Olap		Red 1.5
	Conflict Ped		LG
4	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
D	Conflict Olap		Red 1.5
	Conflict Ped		LG
5	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
E	Conflict Olap		Red 1.5
	Conflict Ped		LG
6	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
F	Conflict Olap		Red 1.5
	Conflict Ped		LG
7	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
G	Conflict Olap		Red 1.5
	Conflict Ped		LG
8	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
H	Conflict Olap		Red 1.5
	Conflict Ped		LG

Unit Parameters [1.2.1]	
Stop Timer Over Preempt	OFF
Preempt or Ext Output	EXT
Max Seek Track Time	0
Max Seek Dwell Time	0
Channel Parameters [1.8.3]	
Pre Invert Rail Input	OFF



Preemption Options+ [3.Pre #.6]										
Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min		
1	ON	RAIL	TS2		OFF	OFF	OFF	MAX		
2	OFF	EMERG	TS2		OFF	OFF	OFF	MAX		
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX		
4	ON	EMERG	TS2		OFF	OFF	OFF	MAX		
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX		
6	ON	EMERG	TS2		OFF	OFF	OFF	MAX		

Preemption Times [3.#.1]									
Pre #	Delay	MinDura	MaxPres	MinGrn	MinWlk	PedClr	Track Grn	Min Dwell	
1									
2									
3			60			4	22		
4			60			4	22		
5			60			4	22		
6			60			4	22		

Preemption, Options [3.#.3]						
Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt#	Flash Dwell	Link	
1	ON		ON		ON	
2	OFF		ON		OFF	
3	OFF		OFF		OFF	
4	OFF		OFF		OFF	
5	OFF		OFF		OFF	
6	OFF		OFF		OFF	

Preemption, Times+ [3.#.4]						
Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red	
1						
2						
3						
4						
5						
6						

Pre 1 = RR1
 Pre 2 = RR2
 Pre 3 = EVA
 Pre 4 = EVB
 Pre 5 = EVC
 Pre 6 = EVD

Low Priority Preempts [3.X; where X = 7 thru 10]						
Pre #	Enb	C+P	Lock	NoSkip	Qjump	Alt Tbl
7	OFF	OFF	MAX	OFF	OFF	
8	OFF	OFF	MAX	OFF	OFF	
9	OFF	OFF	MAX	OFF	OFF	
10	OFF	OFF	MAX	OFF	OFF	

Times									
Pre #	Min	Max	Lock	Priority Phases					
7	0	0	0	0 0 0 0 0					
8	0	0	0	0 0 0 0 0					
9	0	0	0	0 0 0 0 0					
10	0	0	0	0 0 0 0 0					

Advance Times [3.x.8]												
	1	2	3	4	5	6						
YelChng	0	0	0	0	0	0						
RedClr	0	0	0	0	0	0						
TrkYelChng	0	0	0	0	0	0						
TrkRedClr	0	0	0	0	0	0						

OLP GENERAL PARAMETERS [1.5.1]	
Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	OFF
Xtra Incl Phases	OFF
InhibitLockInterval	Always

PREEMPTION NOTE: Each preemption has it's own set of menus. To access each menu :
 a. Press "3" for preemption
 b. Then enter "Preempt number" (1 through 6 and shown as "#" in Schedules above)
 c. Then enter "number of Menu item" you want to access (1-Times, 2-Phases, 3-Options, Times+, 5-Overlaps+ or 6-Options+)
 d. Once in an above menu push Escape once to go back to main preemption menu.

Phases [3.#.2] - set the Dwell Phases											
Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	1	6								
	Peds										
6	Dwell Veh	3	8								
	Peds										

Phases [3.#.2] - Trk Veh	
Pre #	Phases
1	
2	
3	
4	
5	
6	

Exit Phases [3.#.2]		
No.	Exit Phase	
1	4	8
2		
3	2	6
4	4	8
5	2	6
6	4	8

Overlaps+ [3.#.5]										
Pre #	Track	Dwell								
1	Track									
	Dwell									
2	Track									
	Dwell									
3	Track									
	Dwell									
4	Track									
	Dwell									
5	Track									
	Dwell									
6	Track									
	Dwell									

Name: **CLOVIS @ SHEPHERI**

ID: **C 0298** Date Printed: 6/8/2021

CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]																Chan Settings [1.8.2]								
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X																

Page 1

Page 2

CHANNEL PARAMETERS [1.8.3]	
CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER

CHANNELS+ [1.8.4]																
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrdr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IO PARAMETERS [1.8.6]	
C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF



I/O LOGIC [1.8.7]																
Row#	Result		Function			OP	Function			OP	Function			OP	Timer	
	I/O	Fcn	Inv	I/O	Fcn	Logic	Inv	I/O	Fcn	Logic	Inv	I/O	Fcn	Logic	Dly	Sec
1		0	-		---	0	-		---	0	-		---	0	DLY	0
2		0	-		---	0	-		---	0	-		---	0	DLY	0
3		0	-		---	0	-		---	0	-		---	0	DLY	0
4		0	-		---	0	-		---	0	-		---	0	DLY	0
5		0	-		---	0	-		---	0	-		---	0	DLY	0
6		0	-		---	0	-		---	0	-		---	0	DLY	0
7		0	-		---	0	-		---	0	-		---	0	DLY	0
8		0	-		---	0	-		---	0	-		---	0	DLY	0
9		0	-		---	0	-		---	0	-		---	0	DLY	0
10		0	-		---	0	-		---	0	-		---	0	DLY	0

Ped Parms (MM>5>4)				
Det#	Call	No	Max	Err
		Act	Pres	Cnt
1	0	0	0	0
2	2	0	5	0
3	0	0	0	0
4	4	0	5	0
5	0	0	0	0
6	6	0	5	0
7	0	0	0	0
8	8	0	5	0

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Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]									Parameters+ 1-32 [5.3]						Info Only		Det #		
Det #	Input Slot	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy			Delay		Type	Src		Dir	Type
																						G	Y	R	1	2				
1	1I1U	1					0	0	0	2	1	X	X	-	-	X	-	-	X	1	X	X	-			NORM		NBLT1&2	Loop	1
2	2I2U	2	0	0	3.6	0	0	0	0	2	2	X	X	-	-	X	-	-	X	2	X	X	-	0	0	NORM		SB BIKE	Loop	2
3	2I2L	2	0	0	2	0	0	0	0	2	3	X	X	-	-	-	-	X	-	3	X	X	-	0	0	NORM		SB FAR	Loop	3
4	2I3U	2	0	0	2	21	0	0	0	2	4	X	-	X	-	-	-	-	-	4	X	X	-	0	0	NORM		SB NEAR	Loop	4
5	2I3L	2	0	10	0	0	0	0	0	2	5	X	X	-	-	-	-	-	X	5	X	X	-	0	0	NORM		SBRT	Loop	5
6	2I4U	2	0	0	2	21	0	0	0	2	6	X	-	X	-	-	-	-	X	6	X	X	-	0	0	NORM		SB CT1&2	Loop	6
7	3I5U	3					0	0	0	2	7	X	X	-	-	X	-	-	X	7	X	X	-			NORM		EBLT1&2	Loop	7
8	4I6U	4	0	0	1.4	0	0	0	0	2	8	X	X	-	-	-	-	-	-	8	X	X	-	0	0	NORM		WB INT	Loop	8
9	4I6L	4	0	0	1.1	0	0	0	0	2	9	X	X	-	-	-	-	X	-	9	X	X	-	0	0	NORM		WB FAR	Loop	9
10	4I7U	4	0	0	2	21	0	0	0	2	10	X	-	X	-	-	-	-	-	10	X	X	-	0	0	NORM		WB NEAR	Mag	10
11	4I7L	4			5.6	0	0	0	0	2	11	X	X	-	-	X	-	-	X	11	X	X	-			NORM		WB BIKE	Mag	11
12	4I8U	4			2	21	0	0	0	2	12	X	-	X	-	-	-	-	X	12	X	X	-			NORM		WB CT1&2	Loop	12
13	1I9U	1					0	0	0	2	13	X	X	-	-	X	-	-	-	13	X	X	-			NORM		NBLT BACK	Loop	13
14	3I9L	3					0	0	0	2	14	X	X	-	-	X	-	-	-	14	X	X	-			NORM		EBLT BACK	Loop	14
15	5J1U	5					0	0	0	2	15	X	X	-	-	X	-	-	X	15	X	X	-			NORM		SBLT1&2	Loop	15
16	6J2U	6			1.6	0	0	0	0	2	16	X	X	-	-	-	-	-	-	16	X	X	-			NORM		NB INT	Loop	16
17	6J2L	6					0	0	0	2	17	X	X	-	-	-	-	X	-	17	X	X	-			NORM		NB FAR	Loop	17
18	6J3U	6			2	21	0	0	0	2	18	X	-	X	-	-	-	-	-	18	X	X	-			NORM		NB NEAR	Loop	18
19	6J3L	6		10			0	0	0	2	19	X	X	-	-	-	-	-	X	19	X	X	-			NORM		NBRT	Loop	19
20	6J4U	6			2	21	0	0	0	2	20	X	-	X	-	-	-	-	X	20	X	X	-			NORM		NB CT1&2	Loop	20
21	7J5U	7					0	0	0	2	21	X	X	-	-	X	-	-	X	21	X	X	-			NORM		WBLT1&2	Loop	21
22	8J6U	8	0	0	1.4	0	0	0	0	2	22	X	X	-	-	-	-	-	-	22	X	X	-	0	0	NORM		EB INT	Loop	22
23	8J6L	8	0	0	1.1	0	0	0	0	2	23	X	X	-	-	-	-	X	-	23	X	X	-	0	0	NORM		EB FAR	Loop	23
24	8J7U	8	0	0	2	21	0	0	0	2	24	X	-	X	-	-	-	-	-	24	X	X	-	0	0	NORM		EB NEAR	Loop	24
25	8J7L	8	0	10	0	0	0	0	0	2	25	X	X	-	-	-	-	-	X	25	X	X	-	0	0	NORM		EBRT	Loop	25
26	8J8U	8	0	0	2	21	0	0	0	2	26	X	-	X	-	-	-	-	X	26	X	X	-	0	0	NORM		EB CT1&2	Loop	26
27	5J9U	5					0	0	0	2	27	X	X	-	-	X	-	-	-	27	X	X	-			NORM		SBLT BACK	Loop	27
28	7J9L	7					0	0	0	2	28	X	X	-	-	X	-	-	-	28	X	X	-			NORM		WBLT BACK	Loop	28
29	2I11U	0	0	0	0	0	0	0	0	0	29	-	-	-	-	-	-	-	-	29	-	-	-	0	0	NORM				29
30	4I11L	0	0	0	0	0	0	0	0	0	30	-	-	-	-	-	-	-	-	30	-	-	-	0	0	NORM				30
31	6J11U						0	0	0	0	31	-	-	-	-	-	-	-	-	31	-	-	-			NORM				31
32	8J11L						0	0	0	0	32	-	-	-	-	-	-	-	-	32	-	-	-			NORM				32
33	1I1L						0	0	0	0	33	-	-	-	-	-	-	-	-	33	-	-	-			NORM				33
34	2I4L						0	0	0	0	34	-	-	-	-	-	-	-	-	34	-	-	-			NORM				34
35	3I5L						0	0	0	0	35	-	-	-	-	-	-	-	-	35	-	-	-			NORM				35
36	4I8L						0	0	0	0	36	-	-	-	-	-	-	-	-	36	-	-	-			NORM				36
37	5J1L						0	0	0	0	37	-	-	-	-	-	-	-	-	37	-	-	-			NORM				37
38	6J4L						0	0	0	0	38	-	-	-	-	-	-	-	-	38	-	-	-			NORM				38
39	7J5L						0	0	0	0	39	-	-	-	-	-	-	-	-	39	-	-	-			NORM				39
40	8J8L						0	0	0	0	40	-	-	-	-	-	-	-	-	40	-	-	-			NORM				40
41	4I10U						0	0	0	0	41	-	-	-	-	-	-	-	-	41	-	-	-			NORM				41
42	4I10L						0	0	0	0	42	-	-	-	-	-	-	-	-	42	-	-	-			NORM				42
43	8J10U						0	0	0	0	43	-	-	-	-	-	-	-	-	43	-	-	-			NORM				43
44	8J10L						0	0	0	0	44	-	-	-	-	-	-	-	-	44	-	-	-			NORM				44

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Vol/Occ Period

0 Seconds
5 Minutes

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Alt# 1 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø	0	0	0	0	0	0	0	0
Min Grn	0	0	0	0	0	0	0	0
Gap, Ext	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Yel Clr	0	0	0	0	0	0	0	0
Red Clr	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0

Alt# 2 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø	0	0	0	0	0	0	0	0
Min Grn	0	0	0	0	0	0	0	0
Gap, Ext	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Yel Clr	0	0	0	0	0	0	0	0
Red Clr	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0

Alt# 3 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø	0	0	0	0	0	0	0	0
Min Grn	0	0	0	0	0	0	0	0
Gap, Ext	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Yel Clr	0	0	0	0	0	0	0	0
Red Clr	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0	0	0	0	0	0	0	0
Conflicting Ø2	0	0	0	0	0	0	0	0

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0	0	0	0	0	0	0	0
Conflicting Ø2	0	0	0	0	0	0	0	0

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0	0	0	0	0	0	0	0
Conflicting Ø2	0	0	0	0	0	0	0	0

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	X	X	X	X	X	X	X	X
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0	0	0	0	0	0	0	0
Conflicting Ø2	0	0	0	0	0	0	0	0

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Oip Off								ASC	CNA1	Max2	Dia
					1	2	3	4	5	6	7	8				
1	0	0	0	0								0	Off		DFT	
2	0	0	0	0								0	Off		DFT	
3	0	0	0	0								0	Off		DFT	
4	4	0	0	0								0	Off		DFT	
5	0	0	0	0								0	Off		DFT	
6	0	0	0	0								0	Off		DFT	
7	0	0	0	0								0	Off		DFT	
8	0	0	0	0								0	Off		DFT	
9	0	0	0	0								0	Off		DFT	
10	0	0	0	0								0	Off		DFT	
11	0	0	0	0								0	Off		DFT	
12	0	0	0	0								0	Off		DFT	
13	0	0	0	0								0	Off		DFT	
14	0	0	0	0								0	Off		DFT	
15	0	0	0	0								0	Off		DFT	
16	0	0	0	0								0	Off		DFT	
17	0	0	0	0								0	Off		DFT	
18	0	0	0	0								0	Off		DFT	
19	0	0	0	0								0	Off		DFT	
20	0	0	0	0								0	Off		DFT	
21	0	0	0	0								0	Off		DFT	
22	0	0	0	0								0	Off		DFT	
23	0	0	0	0								0	Off		DFT	
24	0	0	0	0								0	Off		DFT	

Time Base Parameters [4.6]

Daylight Savings Time	ENABLE	
Time Base Sync Ref	0	
GMT Offset	+	0
Daylight Savings	Mon	Week
Spring	3	2
Fall	11	1



NAME: CLOVIS @ SHEPHERD

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#	Alarm	Ev	Alr	Call Phases[1.1.5]				Redirect Phases[1.1.5]				Inhibit Phases[1.1.5]															
				Ø	Phases Called By	Ø	Phases Called By	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To		
1	Power Up Alarm.	X	X	Ø	Phases Called By Ø			From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To		
2	Stop Timing	X	X	1						1																	
3	Cabinet Door Activation	-	-	2						2																	
4	Coordination Failure	X	X	3						3																	
5	External Alarm # 1	-	-	4						4																	
6	External Alarm # 2	-	-	5						5																	
7	External Alarm # 3	-	-	6						6																	
8	External Alarm # 4	-	-	7						7																	
9	Closed Loop Disabled	-	-	8						8																	
10	External Alarm # 5	-	-	9						9																	
11	External Alarm # 6	-	-	10						10																	
12	Manual Control Enable	X	X	11						11																	
13	Coord Free Input	-	-	12						12																	
14	Local Flash Input	X	X	13						13																	
15	CMU/MMU Flash Input	-	-	14						14																	
16	MMU Fault	-	-	15						15																	
17	Cycle Fault	X	X	16						16																	
18	Cycle Failure	X	X	Alt Call & Redirect # 1 [1.1.6.3]								Alt Inhibit Phases # 1 [1.1.6.3]															
19	Coordination Fault	X	X	Col	Ø	Phases Called By Ø				From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To		
20	Controller Fault	X	X	1	Ø					1																	
21	Detector SDLC Fault	-	-	2	Ø					2																	
22	MMU SDLC Fault	-	-	3	Ø					3																	
23	Critical SDLC Fault	-	-	4	Ø					4																	
24	SDLC Res. Frame Fault	-	-	5	Ø					5																	
25	EEPROM CRC Fault	X	X	6	Ø					6																	
26	Detector Diagnostic Fault	-	-	7	Ø					7																	
27	Detector Fault from SDLC	-	-	8	Ø					8																	
28	Queue detector alarm	-	-	Alt Call & Redirect # 2 [1.1.6.3]								Alt Inhibit Phases # 2 [1.1.6.3]															
29	Ped Fault	-	-	Col	Ø	Phases Called By Ø				From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To		
30	Coord Diagnostic Fault	X	X	1	Ø					1																	
37	Download Request	X	X	2	Ø					2																	
38	Pattern Change	-	-	3	Ø					3																	
49	Preempt 1 Input	X	X	4	Ø					4																	
50	Preempt 2 Input	-	-	5	Ø					5																	
51	Preempt 3 Input	X	X	6	Ø					6																	
52	Preempt 4 Input	X	X	7	Ø					7																	
53	Preempt 5 Input	X	X	8	Ø					8																	
54	Preempt 6 Input	X	X	Alarm Parameters [1.6.7.1]																							
55	Preempt 7 Input	-	-	Pattern Events:								ON															
56	Preempt 8 Input	-	-	Local Txmt Alarms:								OFF															
57	Preempt 9 Input	-	-	Reassign User Alarm #1 In (5):								0															
58	Preempt 10 Input	-	-	Reassign User Alarm #2 In (6):								0															
59	EEPROM Compare Fault	-	-	Preempt Events:								ON															
60	Coordination Failure	X	X																								
73	Controller Access	X	X																								
81	FIO Changed Status	X	X																								



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I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	189	Unused
54	I2-8	189	Unused
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	189	Unused
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	178	Int Advance
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUT - 1.8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9

I/O Outputs - 1.8.9.2.5

C-11 OUTPUTS

1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used

I/O Inputs - 1.8.9.1.5

C-11 INPUTS

15	I7-1	192	Alarm 1
16	I7-2	193	Alarm 2
17	I7-3	194	Alarm 3
18	I7-4	195	Alarm 4
19	I7-5	196	Alarm 5
20	I7-6	197	Alarm 6
21	I7-7	189	Unused
22	I7-8	189	Unused
23	I8-1	189	Unused
24	I8-2	189	Unused
25	I8-3	189	Unused
26	I8-4	189	Unused
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused

ID: C 0298

NAME: CLOVIS @ SHEPHERD

Date Printed:

6/8/2021

Page 9

ID NUMBER: **C 0298**
 LOCATION: **CLOVIS and SHEPHERD**

T.Barker
6/6/2021



CITY OF CLOVIS
 332 CABINET
 28 DETECTOR SETUP

DETECTOR ASSIGNMENTS											ISOLATORS			
	NBLT-1-CT	SB BIKE	SB NEAR	SB-1-CT	EBLT-1-CT	WB INT	WB NEAR	WB-1-CT	NBLT			SOUTH LEG	NORTH LEG	
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 TYPE "D" Front Loop	Ph 2 Call & Ext T2-5 & 6 C1-39 DET 2 3.6 MINI "E" Front Loop	Ph 2 Call & QUE T2-9 & 10 C1-63 DET 4 2.0 TYPE "E" Back Loops	Ph 2 Call & QUE T4-1 & 2 C1-47 DET 6 2.0 LANE #1 FRONT	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7 TYPE "D" Front Loop	Ph 4 Call & Ext T4-9 & 10 C1-41 DET 8 1.4 TYPE "E"	Ph 4 Call & QUE T6-1 & 2 C1-65 C1-49 DET 10 2.0 TYPE "E" Back Loops	Ph 4 Call & QUE T6-5 & 6 C1-49 DET 12 2.0 LANE #1 FRONT	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 TYPE "E" "B" & "C" Back Loops	NOT WIRED	NOT ASSIGNED C1-80	Ph 2 PED CALL C1-67	Ph 6 PED CALL C1-68	FLASH SENSE C1-81
LOWER	Ph 1 Call & Ext T2-3 & 4 C1-56 DET 1 TYPE "D" Front Loop	Ph 2 Call & Ext T2-7 & 8 C1-43 DET 3 2.0 TYPE "E"	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 10 DEL TYPE "D" Front Loop	Ph 2 Call & QUE T4-3 & 4 C1-47 DET 6 2.0 LANE #2 FRONT	Ph 3 Call & Ext T4-7 & 8 C1-58 DET 7 TYPE "D" Front Loop	Ph 4 Call & Ext T4-11 & 12 C1-45 DET 9 1.1 TYPE "E"	Ph 4 Call & Ext T6-3 & 4 C1-78 C1-49 DET 11 5.6 MINI "E" Front Loop	Ph 4 Call & QUE T6-7 & 8 C1-49 DET 12 2.0 LANE #2 FRONT	Ph 3 Call & Ext T6-11 & 12 C1-62 DET 14 TYPE "E" "B" & "C" Back Loops	NOT WIRED	NOT ASSIGNED C1-53	Ph 4 PED CALL C1-69	Ph 8 PED CALL C1-70	STOP TIME C1-82
	NBLT-2-CT	SB FAR	SBRT	SB-2-CT	EBLT-2-CT	WB FAR	WB BIKE	WB-2-CT	EBLT			WEST LEG	EAST LEG	
J	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15 TYPE "D" Front Loop	Ph 6 Call & Ext T3-5 & 6 C1-40 DET 16 1.6 TYPE "E"	Ph 6 Call & QUE T3-9 & 10 C1-64 DET 18 2.0 TYPE "E" Back Loops	Ph 6 Call & QUE T5-1 & 2 C1-48 DET 20 2.0 LANE #1 FRONT	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 TYPE "D" Front Loop	Ph 8 Call & Ext T5-9 & 10 C1-42 DET 22 1.4 TYPE "E"	Ph 8 Call & QUE T7-1 & 2 C1-66 DET 24 2.0 TYPE "E" Back Loops	Ph 8 Call & QUE T7-5 & 6 C1-50 DET 26 2.0 LANE #1 FRONT	Ph 5 Call & Ext T7-9 & 10 C1-59 DET 27 TYPE "E" "B" & "C" Back Loops	NOT WIRED	NOT ASSIGNED C1-54	PH 2 & 5 EVA Preempt C1 - 71	PH 4 & 7 EVB Preempt C1 - 72	RAILROAD 1 C1-51
LOWER	Ph 5 Call & Ext T3-3 & 4 C1-55 DET 15 TYPE "D" Front Loop	Ph 6 Call & Ext T3-7 & 8 C1-44 DET 17 TYPE "E"	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 10 DEL TYPE "E" BOTH Loops	Ph 6 Call & QUE T5-3 & 4 C1-48 DET 20 2.0 LANE #2 FRONT	Ph 7 Call & Ext T5-7 & 8 C1-57 DET 21 TYPE "D" Front Loop	Ph 8 Call & Ext T5-11 & 12 C1-46 DET 23 1.1 TYPE "E"	Ph 8 Call & Ext T7-3 & 4 C1-79 DET 25 10 DEL TYPE "E" BOTH Loops	Ph 8 Call & QUE T7-7 & 8 C1-50 DET 26 2.0 LANE #2 FRONT	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28 TYPE "E" "B" & "C" Back Loops	NOT WIRED	NOT ASSIGNED C1-75	PH 6 & 1 EVC Preempt C1 - 73	PH 8 & 3 EVD Preempt C1 - 74	RAILROAD 2 C1-5
	SBLT-2-CT	NB FAR	NBRT	NB-2-CT	WBLT-2-CT	EB FAR	EBRT	EB-2-CT	WBLT			WB	NB	

COMMENTS:

There is a DLC for WB Right-turn lane detection. However, there are no more slots to land this DLC in the 332A Cabinet. Label DLC and Place in bottom of Cabinet. Future use at 417L which is currently used for the Bike Lane Detection.

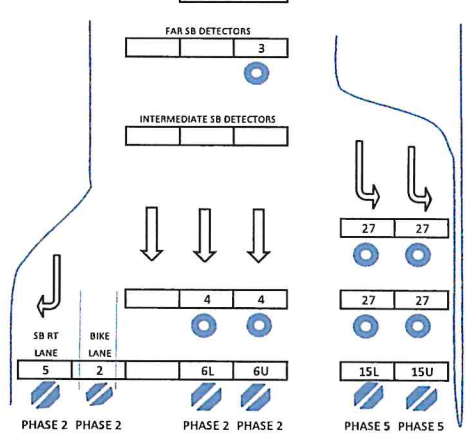
- 222 Loop Amplifier
- 752 Discriminators
- 242 Isolator
- 232 Mag Amplifier

Detector Layout for the Intersection of: **CLOVIS and SHEPHERD**
 DATE: Tuesday, November 24, 2020
 BY: T. Barker



N. CLOVIS AVENUE

SB SPEED: 40 MPH



TYPES OF DETECTORS

- PROBE DETECTOR
- TYPE A LOOP DETECTOR
- TYPE E LOOP DETECTOR
- TYPE D LOOP DETECTOR

NOTES:

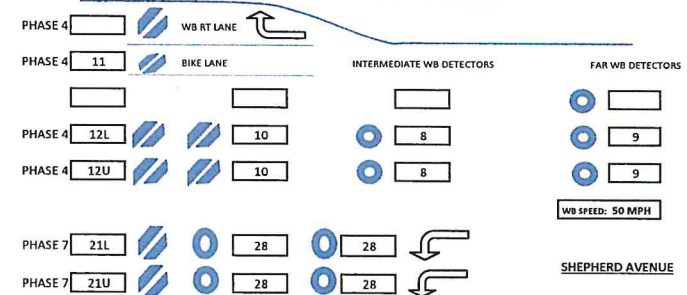
X DETECTOR NUMBER

"I" - INPUT PANEL		"J" - INPUT PANEL	
Det No.	Location	Det No.	Location
1	NBLT Near Front Loop	15	SBLT Near Front Loop
33	(NOT USED)	37	(NOT USED)
2	SB BIKE LOOP	16	NB INTERMEDIATE LOOPS
3	SB FAR LOOP	17	NB FAR LOOPS
4	SB NEAR BACK LOOPS	18	NB NEAR BACK LOOPS
5	SB RIGHT-TURN LOOP	19	NB RIGHT-TURN LOOP
6	SB NEAR FRONT LOOPS	20	NB NEAR FRONT LOOPS
34	(NOT USED)	38	(NOT USED)
7	EBLT Near Front Loop	21	WBLT Near Front Loop
35	(NOT USED)	39	(NOT USED)
8	WB INTERMEDIATE LOOPS	22	EB INTERMEDIATE LOOPS
9	WB FAR LOOPS	23	EB FAR LOOPS
10	WB Near Back Loops	24	EB Near Back Loops
11	WB BIKE LOOP	25	EB RIGHT-TURN LOOP
12	WB NEAR FRONT LOOPS	26	EB NEAR FRONT LOOPS
36	(NOT USED)	40	(NOT USED)
13	NBLT BACK LOOPS	27	SBLT BACK LOOPS
14	EBLT BACK LOOPS	28	WBLT BACK LOOPS
41	NA	43	NA
42	NA	44	NA
29	NA	31	NA
30	NA	32	NA

INTERSECTION MAINTENANCE NUMBER: **C 0298**

COORDINATES:
 Latitude: 36.866602
 Longitude: -119.702107

WB RT DLC WAS NOT TO BE CONNECTED TO CONTROLLER INPUT TERMINAL BLOCKS.

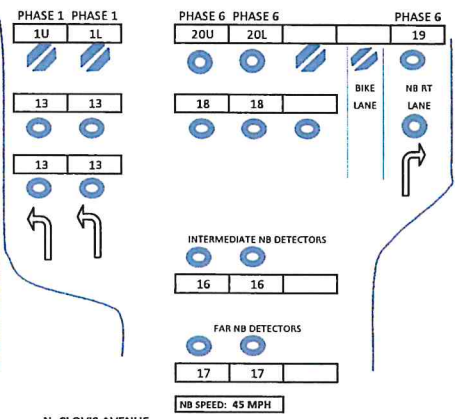
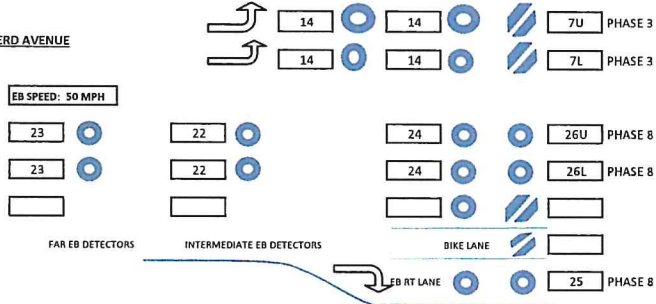


WB SPEED: 50 MPH

SHEPHERD AVENUE

SHEPHERD AVENUE

EB SPEED: 50 MPH



NB SPEED: 45 MPH

N. CLOVIS AVENUE

NAVIGATOR APS DEFAULT AND FIELD SETTINGS

CITY: Clovis
STATE: California

INTERSECTION: CLOVIS & SHEPHERD
INSTALL DATE: Friday, February 19, 2021

NAME OF STREET: CROSSING OCCURS	Shepherd	Shepherd	Clovis	Clovis	Shepherd	Shepherd	Clovis	Clovis	
CODE: AAAB	CORNER: SWC	NWC	NWC	NEC	NEC	SEC	SEC	SWC	
	PPB HEIGHT: 39"	39"	39"	39"	39"	39"	39"	39"	
	POLE TYPE: 1A Pole	29-5-129	1A Pole	29-5-129	1A Pole	29-5-129	1A Pole	29-5-129	
	ID: A1	A2	B1	B2	C1	C2	D1	D2	
	PHASE: 2	2	4	4	6	6	8	8	
DEFAULTS (Effective with Configurator v1.12, Nav2 v1.17 and Nav4 v1.15)									
LOCATOR TONE MINIMUM VOLUME	LOCATE VOL MN	0%	30%	30%	30%	30%	30%	30%	30%
LOCATOR TONE MAXIMUM VOLUME	LOCATE VOL MAX	50%	50%	50%	50%	50%	50%	50%	50%
PUSH CONFIRM VOLUME MINIMUM		65%	65%	65%	65%	65%	65%	65%	65%
PUSH CONFIRM VOLUME MAXIMUM		100%	100%	100%	100%	100%	100%	100%	100%
INFORMATION MESSAGE VOLUME MINIMUM	INFO MSG VOL MN	65%	60%	60%	60%	60%	60%	60%	60%
INFORMATION MESSAGE VOLUME MAXIMUM	INFO MSG VOL MAX	100%	100%	100%	100%	100%	100%	100%	100%
STANDARD PUSH WALK VOLUME MINIMUM	STD WALK VOL MN	40%	40%	40%	40%	40%	40%	40%	40%
STANDARD PUSH WALK VOLUME MAXIMUM	STD WALK VOL MAX	70%	75%	75%	75%	75%	75%	75%	75%
EXTEND PUSH WALK VOLUME MINIMUM	EXT WALK VOL MN	60%	60%	60%	60%	60%	60%	60%	60%
EXTEND PUSH WALK VOLUME MAXIMUM	EXT WALK VOL MAX	80%	80%	80%	80%	80%	80%	80%	80%
VOLUME OVER AMBIENT	VOL OVER AMBIENT	0 dB	+5 dB	+5 dB	+5 dB	+5 dB	+5 dB	+5 dB	+5 dB
LOCATION VOLUME OVER AMBIENT	VOL OVER AMBIENT	0%	+2.5 dB	+2.5 dB	+2.5 dB	+2.5 dB	+2.5 dB	+2.5 dB	+2.5 dB
WALK MODE SOUND	WALK MODE SOUND	STD. MSG	CUST MSG	CUST MSG	CUST MSG	CUST MSG	CUST MSG	CUST MSG	CUST MSG
WALK SOUND PAUSE	WALK SOUND PAUSE	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec
WALK SOUND TRIGGER	WALK SOUND TRIG	ANY PUSH	Any Push	Any Push	Any Push	Any Push	Any Push	Any Push	Any Push
MAXIMUM WALK TIME	MAX WALK TIME	55 sec	55 sec	55 sec	55 sec	55 sec	55 sec	55 sec	55 sec
SOUND / VIBRATION TIMER	SOUND / VIB TIMER	20 sec	FULL WALK	FULL WALK	FULL WALK	FULL WALK	FULL WALK	FULL WALK	FULL WALK
SOUND / VIBRATION RETRIGGER	SOUND / VIB RETRIG	NEW WALK	Button Push	Button Push	Button Push	Button Push	Button Push	Button Push	Button Push
CANCEL ON CLEARANCE	CANCEL ON CLEARANCE	YES	YES	YES	YES	YES	YES	YES	YES
CLEAR MODE SOUND	CLEAR MODE SOUND	TONE 1	TONE 2	TONE 2	TONE 2	TONE 2	TONE 2	TONE 2	TONE 2
CLEAR TONE PAUSE	CLEAR TONE PAUSE	1.0 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC
LOCATION SOUND	LOCATE SOUND	TONE 1	TONE 1	TONE 1	TONE 1	TONE 1	TONE 1	TONE 1	TONE 1
LOCATE TONE TIME	LOCATE TONE TIME	1.0 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC
WAIT MESSAGE	WAIT MSG	OFF	Any Push 8	Any Push 8	Any Push 8	Any Push 8	Any Push 8	Any Push 8	Any Push 8
DIRECTION MESSAGE	DIRECTION MSG	NORTH	WEST	WEST	WEST	WEST	WEST	WEST	WEST
INFORMATION MESSAGE	INFO MSG	TICK	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE
PUSH CONFIRM MESSAGE	INFO MSG	WAIT	WAIT	WAIT	WAIT	WAIT	WAIT	WAIT	WAIT
BUTTON PUSH FORCE	BUT PUSH FORCE	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
CANCEL ON WALK	CANCEL ON WALK	YES	YES	YES	YES	YES	YES	YES	YES
EXTEND PUSH TIME	EXT PUSH TIME	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC
SECOND LANGUAGE	SECOND LANGUAGE	NO	NO	NO	NO	NO	NO	NO	NO
EXTENDED PUSH PRIORITY	EXT PUSH PRIORITY	NO	NO	NO	NO	NO	NO	NO	NO
PING PONG	WALK ENABLE	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
	CLEARANCE ENABLE	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
	ON FOR EXTENDED PUSH	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK
	PLAYS FIRST	FILLED IN	FILLED IN	FILLED IN	FILLED IN	FILLED IN	FILLED IN	FILLED IN	FILLED IN
	PLAYS SECOND	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK
DOUBLE WALK	DOUBLE WALK	NO	NO	NO	NO	NO	NO	NO	NO
LIMIT PUSH RECALL	LIMIT PUSH RECALL	NO	NO	NO	NO	NO	NO	NO	NO

SPECIAL NOTES: The Polara iN2 had rough settings programmed and activated on 2/17/2021. VOL settings were installed on 2/18/2021. Fine tune settings on 2/19/2021.

N. CLOVIS & TEAGUE
INTERSECTION

Bi Tran Systems
Version 2.7
Ck Sum 3ABF26
QUICKLOAD NO. 269 DATE: 08/25/05

FLASH TO PE
&
PE NON-LOCK

FILE COPY

0303
INTERSECTION NO.

	PHASE							
	WB	SB	WB		NB		EB	
	1	2	3	4	5	6	7	8
0 WALK	-	5	-	5	-	-	-	5
1 DON'T WALK	-	17	-	20	-	-	-	20
2 MIN INITIAL	3	8	-	-	-	8	-	8
3 TYPE 3 LIMIT	-	18	-	-	-	18	-	-
4 ADD PER VEH	-	-	-	-	-	-	-	-
5 VEH EXT	2	3.7	-	-	-	3.6	-	2
6 MAX GAP	2	4.6	-	-	-	4.5	-	2
7 MIN GAP	2	2.4	-	-	-	2.3	-	2
8 MAX LIMIT	22	32	-	-	-	32	-	27
9 MAXIMUM 2	-	-	-	-	-	-	-	-
A ADV/DLY WALK	-	-	-	-	-	-	-	-
B MIN PED CLEAR	-	14	-	15	-	-	-	15
C COORD SRV MIN	-	-	-	-	-	-	-	-
D REDUCE EVERY	-	1.0	-	-	-	1.0	-	-
E YELLOW	3.0	4.3	-	3.9	-	4.3	-	3.9
F RED CLEAR	1.0	1.0	-	1.0	-	1.0	-	1.0

PHASE	Removed:													
	9	A	B	C	D	E	1	2	3	4	5	6	7	8
0 PERMIT						RR1 DLY	-	0						
1 RED LOCK						RR1 CLR	-	1						
2 YELLOW LOCK						EVA DLY	-	2						
3 VEH MIN CALL						EVA CLR	1.0	3						
4 PED RECALL						EVB DLY	-	4						
5 PEDESTRIANS						EVB CLR	-	5						
6 REST IN WALK						EVC DLY	-	6						
7 RED REST						EVC CLR	1.0	7						
8 DOUBLE ENTRY						EVD DLY	-	8						
9 VEH MAX CALL						EVD CLR	1.0	9						
A SOFT RECALL						RR2 DLY	-	A						
B MAXIMUM 2						RR2 CLR	-	B						
C COND SERVICE						EV CLR		C						
D MAN CONT CALL						EV DLY		D						
E YELLOW START						RR CLR		E						
F FIRST PHASES						RR DLY		F						

- EXTRA 1**
- 1 = TBC Type 1
 - 2 = NEMA Ext. Coord
 - 3 = Daylight Savings
 - 4 = EV Advance
 - 5 = Expanded Status Reporting
 - 6 = International Ped
 - 7 = Clear Outputs During FLASH
 - 8 = Split Ring
- EXTRA 2**
- 1 = AWB On During Phase Initial
 - 2 = LMU Installed
 - 3 = Disable Min Walk
 - 4 = QuicNet/4 System
 - 5 = Ignore P/P on EV
 - 6 =
 - 7 = Reserved
 - 8 =
- IC SELECT**
- 2 = 2 Way Modem
 - 3 = 7 Wire Slave
 - 4 = Flash / Free
 - 6 = Simplex Master
 - 7 = 7 Wire Master
 - 8 = Offset Interrupter

Column E

PHASES / BITS	Column E							
	1	2	3	4	5	6	7	8
0 EXCLUSIVE								
1 RR1 CLEAR								
2 RR2 CLEAR								
3 RR2 LTD SRV								
4 PROT/PERM								
5 FLASH TO PE								
6 FLASH ENTRY								
7 DSABL MIN YEL								
8 DSABL OVP YEL								
9 OVP FLH YEL								
A EM VEH A		X						
B EM VEH B								
C EM VEH C		X		X				
D EM VEH D							X	
E EXTRA 1	X	X	X	X				
F IC SELECT	X							

Column F

PHASES / BITS	Column F							
	1	2	3	4	5	6	7	8
0 EXT PERMIT 1								
2 EXT PERMIT 2								
3 EXCLU PED								
4 PE NON-LOCK								
5 PED 2P OUT							X	
6 PED 6P OUT								
7 PED 4P OUT							X	
8 PED 8P OUT								X
9 FLH YELLOW								
A LOW PRL A								
B LOW PRL B								
C LOW PRL C								
D LOW PRL D								
E RESTRICTED								
F EXTRA 2								

PHASE BANK #1 <C+0+F=1>

FLASH START: (F1+0+E) = 6
ALL RED START: (F1+C+0) = 6
RED REVERT: (F1+0+F) = 1.0

<C+0+F=1>

<C+0+E=125>

	PLAN NUMBER								
	1	2	3	4	5	6	7	8	9
0 CYCLE LENGTH									
1 FORCE OFF 1									
2 FORCE OFF 2									
3 FORCE OFF 3									
4 FORCE OFF 4									
5 FORCE OFF 5									
6 FORCE OFF 6									
7 FORCE OFF 7									
8 FORCE OFF 8									
9 RING OFFSET									
A OFFSET A									
B OFFSET B									
C OFFSET C									
D END PERM 1									
E HOLD RELEASE									
F ZONE OFFSET									

COORDINATION <C+0+C=1>

	Column E							
	1	2	3	4	5	6	7	8
0								
1 SYNC 1								
2 SYNC 2								
3 SYNC 3								
4 SYNC 4								
5 SYNC 5								
6 SYNC 6								
7 SYNC 7								
8 SYNC 8								
9 SYNC 9								
A NEMA SYNC								
B NEMA HOLD								
C								
D								
E COOR XTRA								
F								

<C+0+C=1>

	Column F							
	1	2	3	4	5	6	7	8
0 LAG FREE	X	X	X	X	X	X	X	X
1 LAG PLAN 1								
2 LAG PLAN 2								
3 LAG PLAN 3								
4 LAG PLAN 4								
5 LAG PLAN 5								
6 LAG PLAN 6								
7 LAG PLAN 7								
8 LAG PLAN 8								
9 LAG PLAN 9								
A EXT. LAG								
B								
C								
D								

COOR XTRA
1 = Programmed Walk Time For Syno Phase Peds
2 = Always Termins Syno Phase Peds

	Column 2 COORD MINIMUM							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

<C+0+C=5>

MANUAL PLAN SELECT:
(C/0+A+1) = 14
AUTO=0 FREE=14-E
PLAN=1 thru 9 FLASH=15-F

COMM ADDRESS:
(C/0+0+0) = 1
ZONE NUMBER:
(C/0+0+1) = 1
AREA NUMBER:
(C/0+0+2) = 1
AREA ADDRESS:
(C/0+0+3) = 1

TRANSITION TYPE:
(C/5+1+9) = 0.3

LAG HOLD PHASES: 1 2 3 4 5 6 7 8
(C/5+1+A) = 1 1 1 1 1 1 1 1

BI Tran Systems, Inc.
510 Bercut Dr., Sacramento, Calif. 95814
(916) 441-0260
Traffic Signal Program 233 RV2
Timing Sheet 1 (of 7)
(Revised 05/98)

Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Column 9	Column A	Column B	Column C	Column D	Column E	Column F
0		NOT 3	MAX 2	PRE TIM	WKL DAY	DUAL 2	SM TRM			FREE	NOT 1	TOD 1	DIAL 2
1		NOT 4	SY DET 1	PLAN 1	X PERM 1	DIAL 3	EVA 71			PLAN 1	OR 1	TOD 2 200	DIAL 3
2	SP FUN 1	OR 4	SY DET 2	PLAN 2	X PERM 2	OFF 1	EV B 72			PLAN 2	OR 2	TOD 3	OFF 1
3	SP FUN 2	OR 4	SY DET 3	PLAN 3	DM	OFF 2	EV C 73			PLAN 3	OR 3	TOD 4	OFF 2
4	NAND 3	OR 5	SY DET 4	PLAN 4	X CLOCK	OFF 3	EV D 74			PLAN 4	AND 1	TOD 5	OFF 3
5	NAND 3	OR 5	SY DET 5	PLAN 5	ST TIME 82	FREE	RR 1 51			PLAN 5	AND 2	TOD 6	FREE
6	NAND 4	OR 6	SY DET 6	PLAN 6	FL SENS 81	FLASH	RR 2 52			PLAN 6	AND 3	TOD 7	FLASH
7	NAND 4	OR 6	SY DET 7	PLAN 7	ENABLE	XPD OMT	SP EV 1			PLAN 7	NOT 2	TOD 8	PREMPT
8	OR 7	FIG 3	SY DET 8	PLAN 8	ADVANC	NOT 1	SP EV 2			PLAN 8	EVA	WARN 1	LOW - A
9	OR 7	FIG 4	MX INBT	PLAN 9	ALARM	NOT 2	X LAG			PLAN 9	EV B	WARN 2	LOW - B
A	OR 7	AND 4	FORCE A	DELAY A	PH BNK 2 200	OR 1	AND 1				EV C	DELAY A	LOW - C
B	OR 7	AND 4	FORCE B	DELAY B	PH BNK 3	OR 1	AND 1				EV D	DELAY B	LOW - D
C	OR 8	NAND 1	CNA	DELAY C	OL SET 2	OR 2	AND 2			NAND 3	RR 1	DELAY C	
D	OR 8	NAND 1	HOLD	DELAY D	OL SET 3	OR 2	AND 2			NAND 4	RR 2	DELAY D	
E	OR 8	NAND 2	VE CALL	DELAY E	DET ST 2	OR 3	AND 3			NAND 1	OR 7	SP EV 1	DELAY E
F	OR 8	NAND 2	RECALL	DELAY F	DET ST 3	OR 3	AND 3			NAND 2	OR 6	SP EV 2	DELAY F

ASSIGNABLE INPUTS < C + 0 + E = 126 >

ASSIGNABLE OUTPUTS < C + 0 + E = 127 >

PLAN # ->	1	2	3	4	5	6	7	8	9
0 PED ADJ									
1 ST PERM 2									
2 EN PERM 2									
3 ST PERM 3									
4 EN PERM 3									
5 RSRV TIME									

	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9
6 RSRVE PH																																													
7																																													
8 PRETIMED																																													
9 MAX RECALL																																													
A PERM 1 VEH																																													
B PERM 1 PED																																													
C PERM 2 VEH																																													
D PERM 2 PED																																													
E PERM 3 VEH																																													
F PERM 3 PED																																													

COORDINATION PAGE 2 < C + 0 + C = 2 >

Logic DELAY Times
Column B

A	DELAY A
B	DELAY B
C	DELAY C
D	DELAY D
E	DELAY E
F	DELAY F

< C + 0 + D = 0 >

7 - Wire Master Sync Time

7-WIRE SYNC OUTPUT:
(C/5 + 1 + C) =

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CLAVIS & TEAGUE

	PHASE									9	A	B	C	D
	1	2	3	4	5	6	7	8						
0 WALK	-	10	-	10	-	-	-	10	0					
1 DONT WALK	-	17	-	29	-	-	-	20	1	PHASE 1				
2 MIN INITIAL	3	8	-	-	-	8	-	8	2	PHASE 2				
3 TYPE 3 LIMIT	-	19	-	-	-	19	-	-	3	PHASE 3				
4 ADD PER VEH	-	-	-	-	-	-	-	-	4	PHASE 4				
5 VEH EXT	2	3.7	-	-	-	3.6	-	2	5	PHASE 5				
6 MAX GAP	2	4.6	-	-	-	4.5	-	2	6	PHASE 6				
7 MIN GAP	2	2.4	-	-	-	2.3	-	2	7	PHASE 7				
8 MAX LIMIT	22	32	-	-	-	32	-	27	8	PHASE 8				
9 MAXIMUM 2	-	-	-	-	-	-	-	-						
A ADV/DLY WALK	-	-	-	-	-	-	-	-						
B MIN PED CLEAR	-	14	-	15	-	-	-	15						
C COND SRV MIN	-	-	-	-	-	-	-	-						
D REDUCE EVERY	-	1.0	-	-	-	1.0	-	-						
E YELLOW	3.0	4.3	-	3.9	-	4.3	-	3.9						
F RED CLEAR	1.0	1.0	-	1.0	-	1.0	-	1.0						

MAX INITIAL -
ALT WALK -
ALT FLH D/W -
ALT INITIAL -
ALT EXTEN -

PHASE BANK # 2
< C + 0 + F = 2 >
(SCHOOL CROSSING)

	PHASE									9	A	B	C	D
	1	2	3	4	5	6	7	8						
0 WALK									0					
1 DONT WALK									1	PHASE 1				
2 MIN INITIAL									2	PHASE 2				
3 TYPE 3 LIMIT									3	PHASE 3				
4 ADD PER VEH									4	PHASE 4				
5 VEH EXT									5	PHASE 5				
6 MAX GAP									6	PHASE 6				
7 MIN GAP									7	PHASE 7				
8 MAX LIMIT									8	PHASE 8				
9 MAXIMUM 2														
A ADV/DLY WALK														
B MIN PED CLEAR														
C COND SRV MIN														
D REDUCE EVERY														
E YELLOW														
F RED CLEAR														

MAX INITIAL -
ALT WALK -
ALT FLH D/W -
ALT INITIAL -
EXTEN -

PHASE BANK # 3
< C + 0 + F = 3 >

Column D

OUT BIT NO. ->	1	2	3	4	5	6	7	8
0								
1								
2								
3								
4								
5								
6								
7								
8								
9								
A								
B								
C								
D								
E								
F								

Column F

	1	2	3	4	5	6	7	8
0								
1								
2								
3								
4								
5	X	X				X	X	
6								
7								
8								
9								
A	X	X				X	X	
B								
C								
D								
E	X	X				X	X	
F	X	X				X	X	

PED / PHASE / OVERLAP

	1	2	3	4	5	6	7	8
0								
1								
2								
3								
4								
5								
6								
7								
8								
9								
A								
B								
C								
D								
E								
F								

Advance Warning Beacons

Sign # 1: Sign # 2:

PHASE NUMBER: PHASE NUMBER: _____

(F/1 + C + F) = φ (F/1 + D + F) = φ

TIME BEFORE YELLOW: TIME BEFORE YELLOW: _____

(F/1 + C + E) = φ (F/1 + D + E) = φ

Output Pin Number is specified in Assignable Outputs at E/127+E...

Exclusive Pedestrian Phase

WALK: (F/1 + 0 + 0) = φ

DONT WALK: (F/1 + 0 + 1) = φ

RED CLEAR: (F/1 + 0 + 2) = φ

Enable / Disable Phase Redirection

CABINET TYPE: (E/125 + D + 0) = φ

CABINET TYPE

0 = Disable Redirection
30 = Enable Redirection
(For Type 803 & 830 Cabinets, or other "specials")

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DIMMING < C + 0 + E = 125 > SPECIALS < C + 0 + F = 2 > REDIRECT PHASE OUTPUTS < C + 0 + E = 127 >

Detector Position Numbers	Column → 1		Column 0 C1 PIN NUMBER	Column 1 ATTRIBUTES								Column 2 PHASE(S)								Column 3 ASSIGNMENTS							
	DELAY	CARRY-OVER		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
01	0	-	1.3	0	39		X	X	X		X							X	X	X					X		
02	1	-	1.3	1	40		X	X	X			X						X	X	X					X		
03	2			2	41		X	X	X			X						X	X	X					X		
04	3	-	9.0	3	42		X	X	X				X					X	X	X					X		
05	4	-	-	4	43		X	X	X		X							X	X	X					X		
06	5	-	-	5	44		X	X	X			X						X	X	X					X		
07	6			6	45		X	X	X		X							X	X	X					X		
08	7	-	9.0	7	46		X	X	X			X						X	X	X					X		
09	8	-	2.0	8	47		X	X		X								X	X	X					X		
10	9	-	2.0	9	48		X	X			X							X	X	X					X		
11	A			A	49		X	X		X								X	X	X					X		
12	B			B	50		X	X			X							X	X	X					X		
13	C			C	55		X	X	X		X							X	X	X					X		
14	D	-	-	D	56		X	X	X	X								X	X	X					X		
15	E			E	57		X	X	X		X							X	X	X					X		
16	F	-	-	F	58		X	X	X		X	X	X	X				X	X	X					X		

< C + 0 + D = 0 > DETECTOR ASSIGNMENTS < C + 0 + E = 126 >

Detector Position Numbers	Column → 2		Column 4 C1 PIN NUMBER	Column 5 ATTRIBUTES								Column 6 PHASE(S)								Column 7 ASSIGNMENTS							
	DELAY	CARRY-OVER		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
17	0		0	59		X	X	X			X							X	X	X					X		
18	1		1	60		X	X	X	X									X	X	X					X		
19	2		2	61		X	X	X				X						X	X	X					X		
20	3		3	62		X	X	X		X								X	X	X					X		
21	4	10	-	4	63		X	X	X	X								X	X	X					X		
22	5			5	64		X	X	X		X							X	X	X					X		
23	6			6	65		X	X	X			X						X	X	X					X		
24	7	10	-	7	66		X	X	X									X	X	X					X		
25	8	-	-	8	67	X				X								X	X	X					X		
26	9			9	68	X					X							X	X	X					X		
27	A	-	-	A	69	X					X							X	X	X					X		
28	B	-	-	B	70	X						X						X	X	X					X		
29	C			C	76		X	X	X	X								X	X	X					X		
30	D			D	77		X	X	X		X							X	X	X					X		
31	E			E	78		X	X	X		X							X	X	X					X		
32	F	10	-	F	79		X	X	X		X	X	X	X				X	X	X					X		

< C + 0 + D = 0 > DETECTOR ASSIGNMENTS < C + 0 + E = 126 >

- DETECTOR ATTRIBUTES**
- 1 = Full Time Delay
 - 2 = Pedestrian Call
 - 3 =
 - 4 = Count
 - 5 = Extension
 - 6 = Type 3
 - 7 = Calling
 - 8 = Alternate

- DETECTOR ASSIGNMENTS**
- 1 = Det. Set #1
 - 2 = Det. Set #2
 - 3 = Det. Set #3
 - 4 =
 - 5 =
 - 6 = MIN Recall On Failure
 - 7 = MAX Recall On Failure
 - 8 = Report On Failure

	1								2								3								4								5								6								7								8																																																																
0	LOAD SW #																																																																																																																								
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8																																																									
1	VEH SET #1																																																																								1																																																
2	VEH SET #2																																																																																								2																																
3	VEH SET #3																																																																																																3																								
4	NEG VEH																																																																																																4																								
5	NEG PED																																																																																																								5																
6	GREEN OMIT																																																																																																								6																
7	GRN CLR OMT																																																																																																																7								
8																																																																																																																									8
D	GRN CLEAR																																																																																																																D								
E	YELLOW																																																																																																																								E
F	RED CLEAR																																																																																																																								F

OVERLAP ASSIGNMENTS < C + 0 + E = 29 >

Detector Monitor

MAX OFF: (D/0 + 0 + 1) = 20

MAX ON: (D/0 + 0 + 2) = 7 Minutes

Power Cycle Correction Factors

LONG FAILURE: (F/1 + 0 + 6) = 0.7

SHORT FAILURE: (F/1 + 0 + 7) = 0.7

NOTE: Do Not Set To Zero. Default Value = 0.7 sec.

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Traffic Signal Program 233 RV2
 Timing Sheet 4 (of 7)
 (Revised 11/97)

INPUT C1 PIN
 ASSIGNMENT:
 (E/128 + F + 7) = 0

LIMITED SERVICE
 INTERVAL:
 (E/27 + 5 + F) = 0

6		7		8		9		A		B		C		D		E		F	
CLEAR	TIME	PED CALL	HOLD	ADVANCE	FORCEOFF	CALL	PERMIT	PED OMIT	OUTPUT										
12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678										
0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F				

SPECIAL EVENT SCHEDULE -- TABLE #1 < C + 0 + E = 27 >

6		7		8		9		A		B		C		D		E		F	
CLEAR	TIME	PED CALL	HOLD	ADVANCE	FORCEOFF	CALL	PERMIT	PED OMIT	OUTPUT										
12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678										
0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F				

SPECIAL EVENT SCHEDULE -- TABLE #2 < C + 0 + E = 28 >

INPUT C1 PIN
 ASSIGNMENT:
 (E/128 + F + 8) = 0

LIMITED SERVICE
 INTERVAL:
 (E/28 + 5 + F) = 0

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Controller Intervals

- 0 = Walk
- 1 = FDW
- 2 = Min. Green
- 3 =
- 4 = Var. Initial
- 5 = Extension
- 6 =
- 7 = Reduce Gap
- 8 = Red Rest
- 9 = Preemption
- A = Stop Time
- B = Red Revert
- C = Yellow - Gap Termination
- D = Yellow - Max. Termination
- E = Yellow - Forceoff Termination
- F = Red Clearance

Interval Timer Display

Ring A = F/0 + A + Interval Row
 Ring B = F/0 + B + Interval Row
 (Interval Row From PHASE BANK Data)

412/C Memory Module Lithium Battery Condition

To check the condition of the 3.6 volt Lithium Battery on the 412/C Memory Module :

- If E/112 + 0 + A = 84 - the battery is BAD
- If E/112 + 0 + A = 85 - the battery is O.K.

Monitor "Activate" Flags

(Also Requires T.O.D. Function "E" Flag)

Detector Count Recording :
 $E/2 + 0 + 9 = \text{Not Zero}$
 Real Time Split Monitor :
 $E/2 + 0 + E = \text{Not Zero}$

Special Event Schedules

Special Event #1 : $C + 0 + E = 27$
 Special Event #2 : $C + 0 + E = 28$

Current Interval = $E + 5 + 0$
 Current Interval Timer = $E + 5 + B$
 Current Interval
 Clearance Phases = $E + 5 + C$

Time of Day Function (7 Key)

Current T.O.D. "E Function"
 Control Bits = $C/0 + E + E$
 Current T.O.D. "F Function"
 Output Bits = $C/0 + E + F$

Logic DELAY Gate Delay Timer Display

DELAY A Timer = $C/0 + 9 + A$
 DELAY B Timer = $C/0 + 9 + B$
 thru thru
 DELAY F Timer = $C/0 + 9 + F$

Power & Flash Recording

Last Power Failure :
 (HR-MIN-DOW) = 8 + 4
 (DOM-YR-MONTH) = 8 + 5
 Last Cabinet Flash :
 (HR-MIN-DOW) = 8 + 6
 (DOM-YR-MONTH) = 8 + 7
 Power Fall Counts :
 (Long Failures) = $F/1 + 0 + C$
 (Short Failures) = $F/1 + 0 + D$
 Current Time :
 (HR-MIN-DOW) = 8 + 0
 (DOM-YR-MONTH) = 8 + 1
 (MIN-SEC-1/10 SEC) = 8 + F

Display Locations

Plan Select Offset Select
 Manual = $C/0 + A + 1$ $C/0 + B$
 Master = $C/0 + A + 2$ $C/0 + B + 2$
 Current = $C/0 + A + 3$ $C/0 + B + 3$
 Next = $C/0 + A + 4$ $C/0 + B + 4$
 TOD = $C/0 + A + 5$ $C/0 + B + 5$
 Master Cycle = $C/0 + A + 0$
 Ring A Cycle = $C/0 + B + 0$
 Ring B Cycle = $C/0 + D + 0$
 MIN Cycle = $C/0 + A + E$
 MAX Cycle = $C/0 + B + E$
 Phase Hold = $C/0 + F + D$
 Phase Next = $C/0 + F + E$
 Force Off = $C/0 + F + F$
 (With Ring A Cycle Timer)
 Current Calculated Cycle Length = $C/0 + B + F$
 Current Permitted Phases = $E/0 + 7 + 8$
 Current Phase Bank = $F/0 + C + E$

View Locations

DIAL-OUT TELEPHONE

NUMBER	D
0 NO. OF DIGITS	
1 1st DIGIT	
2 2nd DIGIT	
3 3rd DIGIT	
4 4th DIGIT	
5 5th DIGIT	
6 6th DIGIT	
7 7th DIGIT	
8 8th DIGIT	
9 9th DIGIT	
A 10th DIGIT	
B 11th DIGIT	
C 12th DIGIT	
D 13th DIGIT	
E 14th DIGIT	
F 15th DIGIT	

< C + 0 + C = 5 >

DIAL-UP ("stand alone") Modem Interface

Set C/5+D+0 (NUMBER OF DIGITS) to a "Non-Zero" value. This will disable parity for "Smart Modem" operation.

NOTE: DO NOT set to a "Non-Zero" value without also programming a number to dial.

REDIAL TIME

$(C/5 + C + 0) = 10$
 Minutes

NOTE: The Redial Timer is at location E/2+D+6

DISABLE ALARM REPORTING

Column F	1	2	3	4	5	6	7	8
0 OMIT ALARMS								

< C + 0 + C = 5 >

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

Default is: Report All Alarms (No Flags Set)

PROGRAMMABLE DAYLIGHT SAVINGS IMPLEMENTATION

	Column 2
A Begin MONTH	4
B Begin WEEK	1
C End MONTH	10
D End WEEK	5

< C + 0 + C = 5 >

If WEEK = 5, use last week of month. If WEEK and MONTH are set to Zero, use "default" data.

PREEMPT PRIORITY

	Column C
0 EVA	
1 EVB	
2 EVC	
3 EVD	
4 RR 1	
5 RR 2	
6 BE 1	
7 BE 2	

< C + 0 + E = 125 >

Highest value has highest priority. If all are set to Zero, use "default" priority.

DISABLE LOW PRIORITY:

$(E/125 + C + 8) =$

1	2	3	4	6	8	7	8

- 1 = Low Priority A
- 2 = Low Priority B
- 3 = Low Priority C
- 4 = Low Priority D
- 5 = Not Used
- 6 = Not Used
- 7 = Not Used
- 8 = Not Used

MINIMUM GREEN FOR PREEMPT FORCE-OFF:

$(F/1 + 0 + 8) = 4$
 Seconds

MAXIMUM PREEMPT TIME:

$(F/1 + 0 + 9) = 255$
 Minutes
 For Emergency Vehicle and RR-2 Limited Service.
 (Output at E/127+A+0)
 Note: Set to 255 to Disable

SAME CHANNEL PREEMPT LOCKOUT TIME:

$(F/1 + 0 + A) =$
 Seconds
 Does not apply to Railroad Preempt

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222 LOOP AMP
232 MAG AMP
242 ISOLATOR
DISCRIMINATOR

Standard 332 Cabinet Location	C1 PIN NUMBER	Column 1 ATTRIBUTES								Column 2 PHASE(S)								Column 3 ASSIGNMENTS							
		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
INT. (I-2 U) --->	0 39		XX	X				X									XXX							X	
INT. (J-2 U) --->	1 40		XX	X						X							XXX							X	
I-6 U --->	2 41		XX	X					X								XXX								
FAR (J-6 U) --->	3 42		XX	X													XXX							X	
FAR (I-2 L) --->	4 43		XX	X				X									XXX							X	
FAR (J-2 L) --->	5 44		XX	X						X							XXX							X	
I-6 L --->	6 45		XX	X					X								XXX								
FAR (J-6 L) --->	7 46		XX	X													XXX							X	
CALL (I-4) --->	8 47			XX				X									XXX							X	
CALL (J-4) --->	9 48			XX					X								XXX							X	
I-8 --->	A 49			XX					X								XXX								
J-8 --->	B 50			XX													XXX								
J-1 --->	C 55		XX	X					X								XXX								
LT/T (I-1) --->	D 56		XX	X	X												XXX							X	
J-5 --->	E 57		XX	X						X							XXX								
EB/NEAR (I-5) --->	F 58		XX	X													XXX							X	

"INITIALIZED" DETECTOR ASSIGNMENTS
< C + 0 + E = 126 >

Standard 332 Cabinet Location	C1 PIN NUMBER	Column 4 ATTRIBUTES								Column 5 PHASE(S)								Column 6 ASSIGNMENTS							
		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
J-9 U --->	0 59		XX	X						X							XXX								
I-9 U --->	1 60		XX	X						X							XXX								
J-9 L --->	2 61		XX	X										X			XXX								
I-9 L --->	3 62		XX	X						X							XXX								
SB R/T (I-3 U) --->	4 63		XX	X						X							XXX							X	
J-3 U --->	5 64		XX	X										X			XXX								
I-7 U --->	6 65		XX	X										X			XXX								
EBRT (J-7 U) --->	7 66		XX	X													XXX							X	
(I-12 U) --->	8 67	X								X							XXX								
(I-13 U) --->	9 68	X												X			XXX								
(I-12 L) --->	A 69	X												X			XXX								
(I-13 L) --->	B 70	X															XXX								
I-3 L --->	C 76		XX	X					X								XXX								
J-3 L --->	D 77		XX	X										X			XXX								
I-7 L --->	E 78		XX	X						X							XXX								
EBRT (J-7 L) --->	F 79		XX	X													XXX							X	

"INITIALIZED" DETECTOR ASSIGNMENTS
< C + 0 + E = 126 >

- DETECTOR ATTRIBUTES**
- 1 = Full Time Delay
 - 2 = Pedestrian Call
 - 3 =
 - 4 = Count
 - 5 = Extension
 - 6 = Type 3
 - 7 = Calling
 - 8 = Alternate
- DETECTOR ASSIGNMENTS**
- 1 = Det. Set #1
 - 2 = Det. Set #2
 - 3 = Det. Set #3
 - 4 =
 - 5 =
 - 6 = MIN Recall On Failure
 - 7 = MAX Recall On Failure
 - 8 = Report On Failure

Input File Slot No. --> 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |

"I" FILE	1	2, 3 Ext. Cnt, Call <C1-39>	2, 10 Ext. Cnt, Call <C1-63>	2, 0 Type 3, Call <C1-47>	2, 0 <C1-58>	4 Ext. Cnt, Call <C1-41>	4 Ext. Cnt, Call <C1-65>	4 Type 3, Call <C1-49>	1 Ext. Cnt, Call <C1-60>	NOT WIRED	Not Assigned <C1-80>	2 Ped Call <C1-67>	6 Ped Call <C1-68>	Flash Sense <C1-81>
	2	2 Ext. Cnt, Call <C1-43>	2 Ext. Cnt, Call <C1-76>	2, 0 <C1-47>	2, 0 <C1-58>	4 Ext. Cnt, Call <C1-45>	4 Ext. Cnt, Call <C1-78>	3 Ext. Cnt, Call <C1-62>	3 Ext. Cnt, Call <C1-62>	NOT WIRED	Not Assigned <C1-53>	4 Ped Call <C1-69>	8 Ped Call <C1-70>	Stop Time <C1-82>
"J" FILE	5	6, 1, 3 Ext. Cnt, Call <C1-40>	6 Ext. Cnt, Call <C1-64>	2, 0 Type 3, Call <C1-48>	7 Ext. Cnt, Call <C1-57>	8, 9 Ext. Cnt, Call <C1-42>	8, 10 Ext. Cnt, Call <C1-66>	8 Type 3, Call <C1-50>	5 Ext. Cnt, Call <C1-59>	NOT WIRED	Not Assigned <C1-54>	EV A Preempt <C1-71>	EV B Preempt <C1-72>	Railroad 1 <C1-51>
	6	6 Ext. Cnt, Call <C1-44>	6 Ext. Cnt, Call <C1-77>	2, 0 Type 3, Call <C1-48>	7 Ext. Cnt, Call <C1-57>	8, 9 Ext. Cnt, Call <C1-46>	8, 10 Ext. Cnt, Call <C1-79>	7 Ext. Cnt, Call <C1-61>	7 Ext. Cnt, Call <C1-61>	NOT WIRED	Not Assigned <C1-75>	EV C Preempt <C1-73>	EV D Preempt <C1-74>	Railroad 2 <C1-52>

"INITIALIZED" INPUT FILE ASSIGNMENTS --- STANDARD 332 CABINET
< "C-1" Harness Type # 1 >

- DETECTOR TYPES**
- Ext = Extension Detector
Detector is only active during the Phase's GREEN intervals (i.e., will NOT Call the Phase)
 - Cnt = Count Detector
Used in computing "Added Initial"
 - Call = Calling Detector
Detector is only active during the Phase's NON-GREEN intervals (i.e., will NOT Extend the Phase.)
 - Type 3 = Type 3 Disconnect
Will allow a Calling Detector to Extend its Phase until the C-1 first drops or the "Type 3 Limit" is reached

BI Tran Systems, Inc.
510 Bercut Dr., Sacramento, Calif. 95814
916/441-0260
Traffic Signal Program 233
Initialized Detector Assignments
(Revised 8/92) 332 Cabinet

Station : 304 - CLOVIS @ NEES (Standard File)

Phase Timings 1-16 [1.1.1] *NBLT SB EBLT WB SBLT NB WBLT EB*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		23		21		22								
Min Green	9	8	9	8	9	8	9	8								
Passage	2	4.2	2	4.1	2	4.2	2	4.2								
Max1	35	40	35	40	30	40	30	40								
Max2																
Yellow	3	4.3	3	4.3	3	4.3	3	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	1	1	1	1	1	1	1	1								
Added Initial																
Max Initial																
Time Before Reduce		17		17		17		17								
Cars Before Reduce																
Time To Reduce		13		13		13		13								
Reduce By																
Min Gap	2	2.9	2	2.8	2	2.9	2	2.9								
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit																
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry																
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reservice																
Ped Clr Thru Yellow																
Skip Red																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conf Phs1																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel				1				5								
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Call Phs3																
Call Phs4																
From Phs1																
To Phs1																
From Phs2																
To Phs2																
From Phs3																
To Phs3																
From Phs4																
To Phs4																

Prepared By
Paul

Date Implemented
9/19/2014

Reviewed By
Paul

Traffic Engineer
Paul

Station : 304 - CLOVIS @ NEES (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 304 - CLOVIS @ NEES (Standard File)

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	LONG	MAX 1	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec For	Coord Easy Float	Yield Value +	Coord NTCIP Yield Sign	Closed Loop Active
TIMED	TIMED	NO RECYCLE	OFF	OFF	OFF	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-16 [2.5][2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Short																
Long	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Dwell																
No Short P 1																
No Short P 2																
No Short P 3																
No Short P 4																
Early Yield																
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn
CNA	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Max 2	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Float	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Min Veh Perm	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Min Ped Perm	on	on	on	off	off	off	off	off	off	off	off	off	off	off	off	off
Percentage	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
M1	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Ret Hold	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
CIC Plan																
Ph Opt Table	1	2	3													
Ph Time Table																
Det Grp																
Call Inh																
Inh Perm Phs 1	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 2	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 3	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 4	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 5	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 6	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 7	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 8	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Dia Mode	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft
Force Mode	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft

Channels/SDLC, Assign to Phases [1.3.1](v61) or [1.8.1](v65, v76)

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Station : 304 - CLOVIS @ NEES (Standard File)

Detector, Vehicle Parameters & Options [5.1][5.2]

1-16

Volume	ON			ON		ON				ON			ON		ON		
Occupancy																	
Yellow Lock			ON						ON								
Red Lock	ON						ON					ON				ON	
Extend	ON	ON	ON	ON			ON	ON	ON	ON			ON	ON	ON	ON	ON
Added Initial																	
Queue					ON	ON					ON	ON					
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	4	1	3	5	6
Switch Phase																	
Delay Time				10													
Extend Time					2	2					2	2					
Queue Limit					20	20					20	20					
No Activity																	
Max Presence																	
Erratic Counts																	
Fail Time	2	2	2	2	2	2	2	2	2		2	2	2	2	2	2	2

17-32

Volume		ON		ON				ON		ON	ON	ON					
Occupancy																	
Yellow Lock	ON						ON										
Red Lock				ON	ON					ON							
Extend	ON	ON			ON	ON	ON	ON			ON	ON					
Added Initial																	
Queue			ON	ON					ON	ON							
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON					
Call Phase	6	6	6	6	7	8	8	8	8	8	5	7					
Switch Phase																	
Delay Time		10						10									
Extend Time			2	2					2	2							
Queue Limit			20	20					20	20							
No Activity																	
Max Presence																	
Erratic Counts																	
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2					

33-48

Volume																	
Occupancy																	
Yellow Lock																	
Red Lock																	
Extend																	
Added Initial																	
Queue																	
Call																	
Call Phase																	
Switch Phase																	
Delay Time																	
Extend Time																	
Queue Limit																	
No Activity																	
Max Presence																	
Erratic Counts																	
Fail Time																	

Station : 304 - CLOVIS @ NEES (Standard File)

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

Detector, Vehicle Parameters+ [5.3]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

Detector, Ped Detectors 1-16 [5.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase		2		4		6		8								
No Activity																
Max Presence																
Erratic Cnt																

Station : 304 - CLOVIS @ NEES (Standard File)

Overlap General Parameters [1.5.1]

Conflict Lock OFF	Lock Inhibit OFF	Program Card OFF	Use Parent ALWAYS	Canadian Fast Flash
-----------------------------	----------------------------	----------------------------	-----------------------------	----------------------------

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifier Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5
Overlap 6			NORMAL		3.5	1.5
Overlap 7			NORMAL		3.5	1.5
Overlap 8			NORMAL		3.5	1.5
Overlap 9			NORMAL		3.5	1.5
Overlap 10			NORMAL		3.5	1.5
Overlap 11			NORMAL		3.5	1.5
Overlap 12			NORMAL		3.5	1.5
Overlap 13			NORMAL		3.5	1.5
Overlap 14			NORMAL		3.5	1.5
Overlap 15			NORMAL		3.5	1.5
Overlap 16			NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases	Conflicting Overlaps	Conflicting Peds
Overlap 1			
Overlap 2			
Overlap 3			
Overlap 4			
Overlap 5			
Overlap 6			
Overlap 7			
Overlap 8			
Overlap 9			
Overlap 10			
Overlap 11			
Overlap 12			
Overlap 13			
Overlap 14			
Overlap 15			
Overlap 16			

Flash Parameters [1.4.1]

Auto Flash Parameter

Yellow 35	Red 15	Mode	Source
---------------------	------------------	-------------	---------------

Flash, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 304 - CLOVIS @ NEES (Standard File)

Unit Parameters [1.2.1]

Startup Flash	Auto Ped Clear	Red Revert	Local Flash Start	Yellow 3 Second Disable	Ornit Yellow Enable	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Disable Init Ped	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time				
OFF	1	RST	OFF	OFF	ON	STD8	OFF	4PH	OFF	1	OFF	OFF	OFF						

Ring Sequence 1 [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Phase Startup, Concur [1.1.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Startup	RED	RED	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED	RED	RED	RED	RED	RED	RED
Ring	1	1	1	1	2	2	2	2								
Concur 1	5	5	7	7	1	1	3	3								
Concur 2	6	6	8	8	2	2	4	4								
Concur 3																
Concur 4																
Concur 5																
Concur 6																
Concur 7																
Concur 8																

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
304								

Station : 304 - CLOVIS @ NEES (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	
26	
27	
28	
29	ON
30	ON
31	ON
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	
60	ON
61	
62	
63	
64	
65	
66	
67	
68	
69	
70	
71	
72	
73	
74	
75	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	
26	
27	
28	
29	ON
30	ON
31	ON
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	
60	ON
61	
62	
63	
64	
65	
66	
67	
68	
69	
70	
71	
72	
73	
74	
75	

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

76	
77	
78	
79	
80	
81	
82	
83	
84	
85	
86	
87	
88	
89	
90	
91	
92	
93	
94	
95	
96	
97	
98	
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100	
101	
102	
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Station : 304 - CLOVIS @ NEES (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON					
Link						
Delay						
Min Duration						
Min Green						
Min Walk			4	4	4	4
Ped Clear			18	18	17	19
Track Green						
Min Dwell						
Max Presence			60	60	60	60
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			2	4	1	3
Dwell P2			5	7	6	8
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON		ON	ON	ON	ON
Type	RAIL	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Max Green						

Low Priority Preempt [3]

Preempt	7	8	9	10
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock in Mins				
Headway in Mins				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Station : 304 - CLOVIS @ NEES (Standard File)

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day plan Link 1-16 [4.3]

Link	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Station : 304 - CLOVIS @ NEES (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11					0	0						
12					0	0						
13					0	0						
14					0	0						
15					0	0						
16					0	0						
17					0	0						
18					0	0						
19					0	0						
20					0	0						
21					0	0						
22					0	0						
23					0	0						
24					0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54	254				0	0						
55	255				0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
65					0	0						
66					0	0						
67					0	0						
68					0	0						
69					0	0						
70					0	0						
71					0	0						
72					0	0						
73					0	0						
74					0	0						
75					0	0						
76					0	0						

Station : 304 - CLOVIS @ NEES (Standard File)

Miscellaneous Data

Alternate Phase Program 1, Interval Times [1.1.6.1]

Alternate Phase Program 2, Interval Times [1.1.6.1]

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap End	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
2	OFF	OFF	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
3	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
4	OFF	OFF	OFF	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
5	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
6	OFF	OFF	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
7	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
8	OFF	OFF	OFF	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap End	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
2	OFF	OFF	OFF	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
3	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
4	OFF	OFF	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
5	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
6	OFF	OFF	OFF	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
7	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
8	OFF	OFF	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap End	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
2	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
3	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
4	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
5	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
6	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
7	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
8	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		

Station : 304 - CLOVIS @ NEES (Standard File)

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Queue																
Call Phase																
Switch Phase																
Delay Time																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time																

Detector Alternate Program 1, Vehicle Options [5.5.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Added Initial																
Call																
Extend Time																
Queue Limit																

Detector Alternate Program 1, Ped Parameters [5.5.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
No Activity																
Max Presence																
Erratic Cnt																

Channel/SDLC +, Assign to Phases [1.8.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate																								
Override Type																								
Override Source																								

Station : 304 - CLOVIS @ NEES (Standard File)

Communication, IP Parameters [6.5]

	Octet 1	Octet 2	Octet 3	Octet 4
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DETECTOR ASSIGNMENTS											ISOLATORS			
	NBLT	SB INT	SBRT	SB NEAR	EBLT	WB INT	WB NEAR	NBLT			SB	NB		
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 VOL RED LOCK LOOP A	Ph 2 Call & Ext T2-5 & 6 C1-39 DET 2 VOL	Ph 2 Call & Ext T2-9 & 10 C1-63 DET 4 10 DEF VOL	Ph 2 Call & Ext T4-1 & 2 C1-47 DET 6 2 Sec VOL RED LOCK QUEUE #1 LANE	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7 RED LOCK	Ph 4 Call & Ext T4-9 & 10 C1-41 DET 8 RED LOCK	Ph 4 Call & Ext T6-1 & 2 C1-65 DET 10 2 Sec VOL RED LOCK QUEUE #1 LANE	Ph 4 Call & Ext T6-5 & 6 C1-49 DET 12 2 Sec VOL RED LOCK QUEUE #2 LANE	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 VOL LOOP B & C	NOT WIRED	NOT ASSIGNED C1-80	Ph 2 PED CALL C1-67	Ph 6 PED CALL C1-68	FLASH SENSE C1-81
	Ph 1 Call & Ext T2-3 & 4 C1-56 DET 1 VOL RED LOCK	Ph 2 Call & Ext T2-7 & 8 C1-43 DET 3 VOL	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 2 Sec VOL QUEUE LOOP B	Ph 2 Call & Ext T4-3 & 4 C1-47 DET 6 2 Sec VOL QUEUE #2 LANE	Ph 3 Call & Ext T4-7 & 8 C1-58 DET 7 RED LOCK	Ph 4 Call & Ext T4-11 & 12 C1-45 DET 9 VOL YEL LOCK	Ph 4 Call & Ext T6-3 & 4 C1-78 DET 11 2 Sec VOL RED LOCK QUEUE LOOP B	Ph 4 Call & Ext T6-7 & 8 C1-49 DET 12 2 Sec VOL RED LOCK QUEUE #2 LANE	Ph 3 Call & Ext T6-11 & 12 C1-62 DET 14 VOL LOOP C	NOT WIRED	NOT ASSIGNED C1-55	Ph 4 PED CALL C1-69	Ph 8 PED CALL C1-70	STOP TIME C1-82
	SB FAR	SB NEAR	SB NEAR	EBLT	WB FAR	WB NEAR	WB NEAR	EBLT			WB	EB		

											SB	WB	UPS	
J	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15 VOL RED LOCK LOOP A	Ph 6 Call & Ext T3-5 & 6 C1-40 DET 16 VOL	Ph 6 Call & Ext T3-9 & 10 C1-64 DET 18 10 DEF VOL	Ph 6 Call & Ext T5-1 & 2 C1-48 DET 20 2 Sec VOL RED LOCK QUEUE #1 LANE	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 RED LOCK	Ph 8 Call & Ext T5-9 & 10 C1-42 DET 22 VOL	Ph 8 Call & Ext T7-1 & 2 C1-66 DET 24 10 DEF VOL RED LOCK QUEUE #1 LANE	Ph 8 Call & Ext T7-5 & 6 C1-50 DET 26 2 Sec VOL RED LOCK QUEUE #1 LANE	Ph 5 Call & Ext T7-9 & 10 C1-59 DET 27 VOL LOOP C	NOT WIRED	NOT ASSIGNED C1-54	PH 2 & 5 EVA Preempt C1-71	PH 4 & 7 EVB Preempt C1-72	LOW BATT RAILROAD 1 C1-51
	Ph 5 Call & Ext T3-3 & 4 C1-55 DET 15 VOL RED LOCK LOOP B	Ph 6 Call & Ext T3-7 & 8 C1-44 DET 17 VOL	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 2 Sec VOL QUEUE LOOP B	Ph 6 Call & Ext T5-3 & 4 C1-48 DET 20 2 Sec VOL RED LOCK QUEUE #2 LANE	Ph 7 Call & Ext T5-7 & 8 C1-57 DET 21 RED LOCK	Ph 8 Call & Ext T5-11 & 12 C1-46 DET 23 VOL	Ph 8 Call & Ext T7-3 & 4 C1-79 DET 25 2 Sec VOL RED LOCK QUEUE LOOP B	Ph 8 Call & Ext T7-7 & 8 C1-50 DET 26 2 Sec VOL RED LOCK QUEUE #2 LANE	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28 VOL LOOP C	NOT WIRED	NOT ASSIGNED C1-75	PH 6 & 1 EVC Preempt C1-73	PH 8 & 3 EVD Preempt C1-74	RAILROAD 2 C1-52
	SBLT	NB FAR	NB NEAR	NB NEAR	WBLT	EB FAR	EB NEAR	EB NEAR	WBLT			NB	EB	

COMMENTS:

	222 Loop Amplifier
	752 Discriminator
	242 Isolator
	232 Mag Amplifier

INTERSECTION: ALLUVIAL & CLOVIS

Group Assignment: NONE
 Field Master Assignment: NONE
 System Reference Number: 5

N/S Street Name: N. Clovis Avenue
 E/W Street Name: Alluvial Avenue

Last Database Change: 1/25/2019 10:37

Change Record					
Change	By	Date	Change	By	Date

Notes: **ALLUVIALand CLOVIS INT No. C0256**

Manual Plan
 0 = Automatic
 1-9 = Plan 1-9
 14 = Free
 15 = Flash

INSTALLED BY T. Barker - January 25, 2019

Manual Offset
 0 = Automatic
 1 = Offset A
 2 = Offset B
 3 = Offset C

Drop Number	1	<C/0+0+0>
Zone Number	1	<C/0+0+1>
Area Number	0	<C/0+0+2>
Area Address	204	<C/0+0+3>
QuicNet Channel	COM14:	(QuicNet)

Manual Plan	14	<C/0+A+1>
Manual Offset		<C/0+B+1>

Flash Start	0	<F/1+0+E>
Red Revert	1.0	<F/1+0+F>
All Red Start	6.0	<F/1+C+0>

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Communication Addresses

Manual Selection

Start / Revert Times

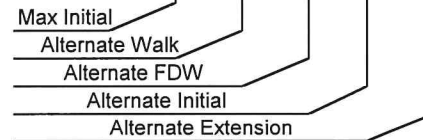
Exclusive Ped Phase

(Outputs specified in Assignable
 Outputs at E/127+A+E & F)

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	24	0	27	0	24	0	29
2	Min Green	12	9	10	9	12	9	10	9
3	Type 3 Disconnect	0	22	0	22	0	22	0	22
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.0	2.0	3.2	2.0	3.3	2.0	2.4
6	Max Gap	2.0	4.1	2.0	4.1	2.0	4.3	2.0	2.7
7	Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
8	Max Limit	23	31	15	31	13	31	15	31
9	Max Limit 2	3	22	5	25	3	22	5	27
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	18	0	21	0	18	0	23
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	1.0	0.0	1.0	0.0	1.0	0.0	3.0
E	Yellow Change	3.0	4.7	3.0	4.7	3.0	4.7	3.0	4.7
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0



Alternate Timing <C+0+F=1>

	E
RR-1 Delay	1
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

	F	Row
Permit	12345678	0
Red Lock	_____	1
Yellow Lock	__2_4_6_8	2
Min Recall	_____	3
Ped Recall	_____	4
View Set Peds	-----	5
Rest In Walk	_____	6
Red Rest	12345678	7
Dual Entry	_____	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	_____	E
First Phases	__2_6_	F

Phase Functions <C+0+F=1>

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments <C+0+E=29>

- Extra 1 Flags**
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = Solid FDW on EV
 5 = Extended Status
 6 = International Ped
 7 = Flash - Clear Outputs
 8 = Split Ring

- Extra 2 Flags**
 1 = AWB During Initial
 2 = LMU Installed
 3 = Disable Min Walk
 4 = QuicNet/4 System
 5 = Ignore P/P on EV
 6 =
 7 = Reserved
 8 =

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

Preempt Priority
 <C+0+E=125>
 (* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	
Sequential Timing	12345678
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	12345678
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	2 4 6 8

Specials <C+0+F=2>

- Flash to PE & PE Non-Lock**
 1 = EV A 5 = RR 1
 2 = EV B 6 = RR 2
 3 = EV C 7 = SE 1
 4 = EV D 8 = SE 2

- IC Select Flags**
 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

	2	Row
Phase 1	10	1
Phase 2	10	2
Phase 3	10	3
Phase 4	10	4
Phase 5	10	5
Phase 6	10	6
Phase 7	10	7
Phase 8	10	8

Coordination Transition Miniums
 <C+0+C=5>

Row	Column Numbers ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	100	100	100	100	100	100	100	100	100
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Perm 1 - End	15	15	15	15	15	15	15	15	15
E	Hold Release	255	255	255	255	255	255	255	255	255
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination - Bank 1 <C+0+C=1>

0	Ped Adjustment	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2 <C+0+C=2>

Coord Extra
 1 = Programmed WALK Time for Sync Phases
 2 = Always Terminate Sync Phase Peds

Row	E	Row
0		0
1	Plan 1 - Sync	1
2	Plan 2 - Sync	2
3	Plan 3 - Sync	3
4	Plan 4 - Sync	4
5	Plan 5 - Sync	5
6	Plan 6 - Sync	6
7	Plan 7 - Sync	7
8	Plan 8 - Sync	8
9	Plan 9 - Sync	9
A	NEMA Sync	A
B	NEMA Hold	B
C		C
D		D
E	Coord Extra	E
F		F

Sync Phases <C+0+C=1>

Row	F	Row
0	Free Lag	0
1	Plan 1 - Lag	1
2	Plan 2 - Lag	2
3	Plan 3 - Lag	3
4	Plan 4 - Lag	4
5	Plan 5 - Lag	5
6	Plan 6 - Lag	6
7	Plan 7 - Lag	7
8	Plan 8 - Lag	8
9	Plan 9 - Lag	9
A	External Lag	A
B		B
C		C
D		D
E		E
F		F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	61	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs

<C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs

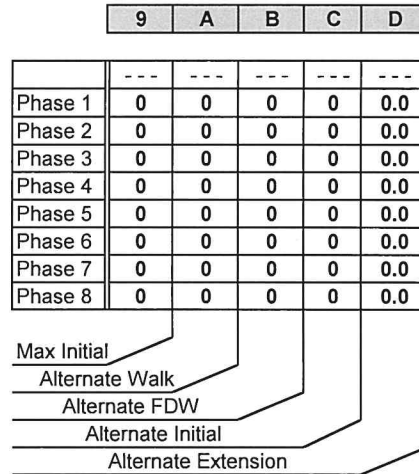
<C+0+E=127>

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->	NBL	SB	EBL	WB	SBL	NB	WBL	EB
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

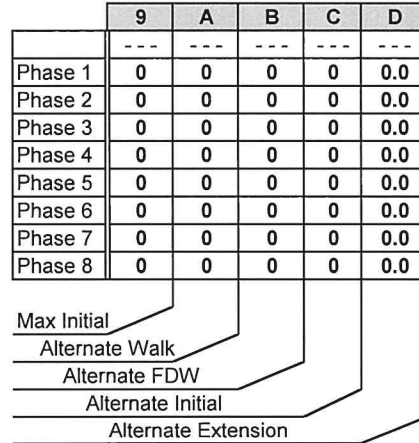
Phase Timing - Bank 2 <C+0+F=2>

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->	NBL	SB	EBL	WB	SBL	NB	WBL	EB
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>



Alternate Timing



Alternate Timing

Transition Type
 0.X = Shortway
 1.X = Lengthen
 X.1 thru X.4 =
 Number of
 cycles when
 lengthening

Transition Type | 0.3 <C/5+1+9>

TBC Transition

Lag Hold Phases | <C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time | 0.0 <C/5+1+C>

7-Wire Master

Daylight Savings
 Date
 If set to all zeros,
 standard dates
 will be used.

Begin Month | 3 <C/5+2+A>

Begin Week | 2 <C/5+2+B>

End Month | 11 <C/5+2+C>

End Week | 1 <C/5+2+D>

Daylight Savings Time

Time B4 Yellow | 0.0 <F/1+C+E>

Phase Number | 0 <F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow | 0.0 <F/1+D+E>

Phase Number | 0 <F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure | 0.7 <F/1+0+6>

Short Failure | 0.7 <F/1+0+7>

Power Cycle Correction (Default = 0.7)

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U	39	45 7	2	123	0.0	0.0
1	6J2U	40	45 7	6	123 8	0.0	1.2
2	4I6U	41	45 7	4	123 8	0.0	1.2
3	8J6U	42	45 7	8	123 8	10.0	0.0
4	2I2L	43	45 7	2	123	0.0	0.0
5	6J2L	44	45 7	6	123 8	0.0	0.2
6	4I6L	45	45 7	4	123 8	0.0	0.6
7	8J6L	46	45 7	8	123 8	0.0	0.0
8	2I4U & L	47	67	2	123 8	0.0	2.0
9	6J4U & L	48	67	6	123 8	0.0	2.0
A	4I8U & L	49	67	4	123 8	0.0	2.0
B	8J8U & L	50	67	8	123 8	0.0	2.0
C	5J1U & L	55	45 7	5	123 8	0.0	0.0
D	1I1U & L	56	45 7	1	123 8	0.0	0.0
E	7J5U & L	57	45 7	7	123 8	0.0	0.0
F	3I5U & L	58	45 7	3	123 8	0.0	0.0

Column Numbers ---->		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5J9U	59	45 7	5	123	0.0	0.0
1	1I9U	60	45 7	1	123 8	0.0	0.0
2	7J9L	61	45 7		123	0.0	0.0
3	3I9L	62	45 7	3	123	0.0	0.0
4	2I3U	63	45 7	2	123 8	0.0	1.0
5	6J3U	64	67	6	123 8	0.0	2.0
6	4I7U	65	45 7	4	123 8	0.0	0.0
7	8J7U	66	45 7	8	123 8	0.0	0.0
8	2 I 12 U	67	2	2	123	0.0	0.0
9	6 I 13 U	68	2	6	123	0.0	0.0
A	4 I 12 L	69	2	4	123	0.0	0.0
B	8 I 13 L	70	2	8	123	0.0	0.0
C	2I3L	76	45 7	2	123 8	0.0	0.5
D	6J3L	77	45 7	6	123 8	10.0	0.0
E	4I7L	78	45 7	4	123 8	10.0	0.0
F	8J7L	79	45 7	8	123 8	0.0	0.5

Detector Assignments <C+0+E=126>

<C+0+D=0>

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Column Numbers ---->		Ped / Phase / Overlap								Row
		1	2	3	4	5	6	7	8	
Walk		0	0	0	0	0	0	0	0	0
Don't Walk		0	0	0	0	0	0	0	0	1
Phase Green		0	0	0	0	0	0	0	0	2
Phase Yellow		0	0	0	0	0	0	0	0	3
Phase Red		0	0	0	0	0	0	0	0	4
Overlap Green		0	0	0	0	0	0	0	0	5
Overlap Yellow		0	0	0	0	0	0	0	0	6
Overlap Red		0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>	D	Row
Enable Redirection				0
(Enable Redirection = 30)				
Output Port 1				1
Output Port 2				2
Output Port 3				3
Output Port 4				4
Output Port 5				5
Output Port 6				6
Output Port 7				7

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

Disable Alarms

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

Dimming <C+0+E=125>

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm <C/5+F+0>

Disable Alarm Reporting

Time 10 <C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

<C+0+C=5>

Dial-Back Telephone Number

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1

<C+0+E=27>

Notes:

0 <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2

<C+0+E=28>

Notes:

0 <E/28+5+F>
Limited Service Interval

Min Time (seconds) || 4 <F/1+0+8>
Min Green Before PE Force Off

Max Time (minutes) || 1 <F/1+0+9>
Max Preempt Time Before Failure

Min Time (seconds) || 0 <F/1+0+A>
Min Time Between Same Preempts
 (Does Not Apply To Railroad Preempt)

Low Pri. Channel || <E/125+C+8>
Disable Low Priority Channel

- Low Priority
 1 = Channel A
 2 = Channel B
 3 = Channel C
 4 = Channel D

Delay Time (seconds) || 0 <F/1+A+D>
Bus Delay

Max Time (seconds) || 0 <F/1+A+E>
Max Early Green

Max Time (seconds) || 0 <F/1+A+F>
Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

- Headway Time
 (minutes)
 1 thru 9 = 1 thru 9
 A = 10
 B = 11
 C = 12
 D = 13
 E = 14
 F = 15

Headway <C+0+9=2.1>

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

ID NUMBER: 0256

LOCATION: ALLUVIAL AVENUE and N. CLOVIS AVENUE

T. Barker
1/24/2018

CITY OF CLOVIS
332 CABINET
28 DETECTOR SETUP

DETECTOR ASSIGNMENTS												ISOLATORS		
	NBLT		SB INT	SB NEAR	EBLT	WB INT	WB BIKE	WB NEAR	NBLT			SB	NB	
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 Loop 1	Ph 2 Call & Ext T2-5 & 6 C1-39 DET 2	Ph 2 Call & Ext T2-9 & 10 C1-63 DET 4 1.0	Ph 2 Call & Ext T4-1 & 2 C1-47 DET 6 2.0 LANE 1 & 2	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7	Ph 4 Call & Ext T4-9 & 10 C1-41 DET 8 1.2	Ph 4 Call & Ext T6-1 & 2 C1-65 DET 10	Ph 4 Call & Ext T6-5 & 6 C1-49 DET 12 2.0 Loop 1	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 Loop 3	NOT WIRED	NOT ASSIGNED C1-80	Ph 2 PED CALL C1-67	Ph 6 PED CALL C1-68	FLASH SENSE C1-81
LOWER	Ph 1 Call & Ext T2-3 & 4 C1-56 DET 1 Loop 2	Ph 2 Call & Ext T2-7 & 8 C1-43 DET 3	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 0.5	Ph 2 Call & Ext T4-3 & 4 C1-47 DET 6	Ph 3 Call & Ext T4-7 & 8 C1-58 DET 7	Ph 4 Call & Ext T4-11 & 12 C1-45 DET 9 0.6	Ph 4 Call & Ext T6-3 & 4 C1-78 DET 11 10 Delay	Ph 4 Call & Ext T6-7 & 8 C1-49 DET 12 2.0 Loop 2	Ph 3 Call & Ext T6-11 & 12 C1-62 DET 14	NOT WIRED	NOT ASSIGNED C1-53	Ph 4 PED CALL C1-69	Ph 8 PED CALL C1-70	STOP TIME C1-82
	NBLT		SB FAR			WB FAR	WBRT	WB NEAR				WB	EB	
J	SBLT	NB INT	NB NEAR	NB NEAR	WBLT	EBRT	EB INT	EB NEAR				SB	WB	UPS
J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14	
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15	Ph 6 Call & Ext T3-5 & 6 C1-40 DET 16 1.2	Ph 6 Call & Ext T3-9 & 10 C1-64 DET 18 2.0 Back loops	Ph 6 Call & Ext T5-1 & 2 C1-48 DET 20 2.0 Front Lane 1	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 Loop 1	Ph 8 Call & Ext T5-9 & 10 C1-42 DET 22 10 Delay	Ph 8 Call & Ext T7-1 & 2 C1-66 DET 24	Ph 8 Call & Ext T7-5 & 6 C1-50 DET 26 2.0 LANE #1	Ph 5 Call & Ext T7-9 & 10 C1-59 DET 27	NOT WIRED	NOT ASSIGNED C1-54	PH 2 & 5 EVA Preempt C1-71	PH 4 & 7 EVB Preempt C1-72	LOW BATT RAILROAD 1 C1-51
LOWER	Ph 5 Call & Ext T3-3 & 4 C1-55 DET 15	Ph 6 Call & Ext T3-7 & 8 C1-44 DET 17 0.2	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 10 Delay	Ph 6 Call & Ext T5-3 & 4 C1-48 DET 20 2.0 Front Lane 2	Ph 7 Call & Ext T5-7 & 8 C1-57 DET 21 Loops 2 & 3	Ph 8 Call & Ext T5-11 & 12 C1-46 DET 23	Ph 8 Call & Ext T7-3 & 4 C1-79 DET 25 0.5	Ph 8 Call & Ext T7-7 & 8 C1-50 DET 26	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28	NOT WIRED	NOT ASSIGNED C1-75	PH 6 & 1 EVC Preempt C1-73	PH 8 & 3 EVD Preempt C1-74	RAILROAD 2 C1-52
		NB FAR	NBRT	NB NEAR	WBLT	EB BIKE	EB FAR		FOG			NB	EB	

COMMENTS:

- 222 Loop Amplifier
- 752 Discriminator
- 242 Isolator
- 232 Mag Amplifier



Movement	EL	WT	SL	NT	WL	ET	NL	ST
Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	13	10	14	12	13	10	14	12
Gap, Ext	2	2.6	2	1.9	2	3	2	3.3
Max 1	30	40	35	40	30	40	35	40
Max 2	0	0	0	0	0	0	0	0
Yel Clearance	3	5	3	4.7	3	5	3	4.7
Red Clearance	2	1	2	1	2	1	2	1
Walk	0	7	0	7	0	7	0	7
Ped Clearance	0	31	0	31	0	25	0	25
Red Revert	1	1	1	1	1	1	1	1
Add Initial	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Time B4 Reduct	0	20	0	24	0	20	0	24
Cars B4 Reduct	0	0	0	0	0	0	0	0
Time To Reduce	0	10	0	8	0	10	0	8
Reduce By	0	0	0	0	0	0	0	0
Min Gap	2	1.4	2	1.1	2	1.8	2	2.1
DyMaxLim	36	46	0	46	36	46	36	46
Max Step	6	6	0	6	6	6	6	6

Phase Options+ [1.1.3]								
Options+	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
SkipRed-NoCall								
Red Rest								
Max II								
*Max III								
Max Inhibit								
Ped Delay								
Red Rest on Gap								
Conflicting Phase	0	0	0	0	0	0	0	0
Grn/Ped Delay								
Omit Yel, Yel P	0	0	0	0	0	0	0	0
Ped Out/Olp Ped								
StartYel, Next P	0	0	0	0	0	0	0	0
*StartupVehCall	1	2	3	4	5	6	7	8
*StartupPedCall								

Unit Params [1.2.1]			
Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	1
MCE Timeout	0	Auto Ped Clear	OFF
Loc Flsh Start	RSt	Display Time	30
Yellow < 3"	OFF	Tone Disable	OFF
Allow Skip Yel	OFF	AudioPedTime	OFF
Start Red Tm	6	Phase Mode	STD8
*Startup Calls	UsePrg	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFit Actn	ALARM
Prmpt/Ext Coor	EXT	Clmc Decide	OFF
Aux Switch	STOPTM	LPAIt Srs	OFF
*InhFYA Red St	Off	*SecurityDelay	0

Phase Seq. (2 ring) Chart [1.2.4]									
Seq #	Ring	Phases							
1	1	1	2	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
2	1	1	2	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0
3	1	2	1	3	4	0	0	0	0
	2	5	6	7	8	0	0	0	0
4	1	2	1	3	4	0	0	0	0
	2	6	5	7	8	0	0	0	0
5	1	1	2	3	4	0	0	0	0
	2	5	6	8	7	0	0	0	0
6	1	1	2	3	4	0	0	0	0
	2	6	5	8	7	0	0	0	0
7	1	2	1	3	4	0	0	0	0
	2	5	6	8	7	0	0	0	0
8	1	2	1	3	4	0	0	0	0
	2	6	5	8	7	0	0	0	0
9	1	1	2	4	3	0	0	0	0
	2	5	6	7	8	0	0	0	0
10	1	1	2	4	3	0	0	0	0
	2	6	5	7	8	0	0	0	0
11	1	2	1	4	3	0	0	0	0
	2	5	6	7	8	0	0	0	0
12	1	2	1	4	3	0	0	0	0
	2	6	5	7	8	0	0	0	0
13	1	1	2	4	3	0	0	0	0
	2	5	6	8	7	0	0	0	0
14	1	1	2	4	3	0	0	0	0
	2	6	5	8	7	0	0	0	0
15	1	2	1	4	3	0	0	0	0
	2	5	6	8	7	0	0	0	0
16	1	2	1	4	3	0	0	0	0
	2	6	5	8	7	0	0	0	0

Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	X	X	X	X	X	X	X	X
Min Recall								
Max Recall								
Ped Recall								
Soft Recall		X			X			
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		X		X	X	X	X	X
Enable Simul Gap	X	X	X	X	X	X	X	X
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

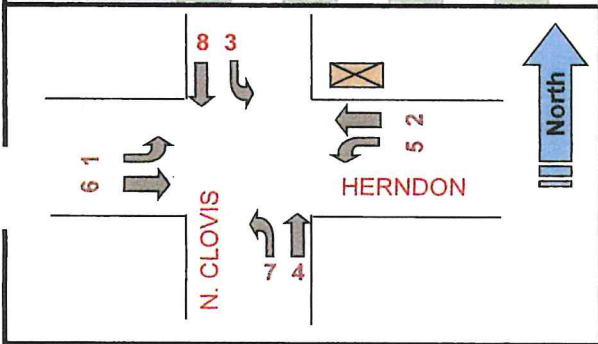
Phase Concurrency [1.1.4]						
Phase	Ring	StartUp	Concurrent Phases			
1	1	RED	5	6	0	0
2	1	GREEN	5	6	0	0
3	1	RED	7	8	0	0
4	1	RED	7	8	0	0
5	2	RED	1	2	0	0
6	2	GREEN	1	2	0	0
7	2	RED	3	4	0	0
8	2	RED	3	4	0	0
9	0	RED	0	0	0	0
10	0	RED	0	0	0	0
11	0	RED	0	0	0	0
12	0	RED	0	0	0	0

Times+ [1.1.7]								
	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFlsh	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Comm Ports [6.6]				
Channel	Port	Echo	Mode	
Async 1	SP1	NONE	0	
Async 2	SP2	NONE	0	
Async 3	SP8	NONE	0	
Async 4	OFF	NONE	0	
Sync 1	SP5S			
Sync 2	OFF			
TS2CVM	NONE			
Opticom	NONE			
GPS	NONE			

Comm [6.2]		
Port	Baud Rate	FCM
1	9600	6
2	9600	6
3	1200	0
4	1200	0

Comm [6.5]		Host IPs			
IP Address:	10 128 1 39	ATMS			
Mask:	255 255 255 0	172	26	17	230
Gateway:	10 128 1 254	SG			
Port #:	5039	0	0	0	0



NAME: CLOVIS @ HERNDON		ID: C 0255		Configuration: Standard File		V76.07d	
Prepared by: <i>Tim Bank</i>		Date Installed / By: 6-4-2021		ATMS 1.5.45.263		Date Printed:	
Checked by:		Date Superseded:				6/4/21	
						Page 1	

[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits								[2.5] Transition																	
		Pat#	Cyc	Off	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	Ret Hold	Flt	Veh	Ped	FRC MODE	
Test OpMode	0	1	130	0	1	3	1	Split	19	47	19	45	18	48	20	44	1	10	17	0	4	3	5	7	10	EndGRN	-	-	-	-		
Correction	LONG							Crd-P						X																		
Maximum	MAX INH							Mode	NON	MAX	NON	NON	NON	NON	MAX	NON															NON	
Force Mode	FIXED	2	0	0	0	1	2	Split	0	0	0	0	0	0	0	0	2	0	17	0	0	0	0	0	0	EndGRN	-	-	-	-		
Flash Mode	CHANNEL							Crd-P																								
Coord Modes+ (Page 2)								Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	
FreeonSeqCh	ON	3	132	80	3	3	3	Split	24	44	19	45	24	44	28	36	3	10	17	0	2	3	5	7	10	EndGRN	-	-	-	-		
Closed Loop	OFF							Crd-P						X																		
External	OFF							Mode	NON	MAX	NON	NON	NON	NON	MAX	NON															NON	
Latch Sec Frc	OFF	4	0	0	4	1	4	Split	0	0	0	0	0	0	0	0	4	5	17	0	1	3	5	7	10	EndGRN	-	-	-	-		
Stop-in-Walk	OFF							Crd-P																								
Ped Recycle	P3478_INH							Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	
Expand Split	OFF	5	0	0	0	1	5	Split	0	0	0	0	0	0	0	0	5		17	0	0	0	0	0	0	EndGRN	-	-	-	-		
Easy Float	OFF							Crd-P																								
Auto Reset	ON							Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	
NTCIP Yield	+ 0	6	0	0	0	1	6	Split	0	0	0	0	0	0	0	0	6	0	17	0	0	0	0	0	0	EndGRN	-	-	-	-		
Leave Walk								Crd-P																								
Before	TIMED							Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	
After	TIMED	7		0	0	1	7	Split	0	0	0	0	0	0	0	0	7		17	0	0	0	0	0	0	EndGRN	-	-	-	-		
Intersection Name: CLOVIS @ HERNDON								Crd-P																								
								Mode	NON	NON	NON	NON	NON	NON	NON	NON															NON	
		8	0	0	0	1	8	Split	0	0	0	0	0	0	0	0	8	0	17	0	0	0	0	0	0	EndGRN	-	-	-	-		
								Crd-P																								
		Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																				
		9	0	0	0	1	9	Split	0	0	0	0	0	0	0	0	9		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-	
								Crd-P																								
		Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																				
		10	0	0	0	1	10	Split	0	0	0	0	0	0	0	0	10	0	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-
								Crd-P																								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																						
30	0	0	0	1	30	Split	0	0	0	0	0	0	0	0	30		17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-		
						Crd-P																										
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																						
31	0	0	0	1	31	Split	0	0	0	0	0	0	0	0	31	0	17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-		
						Crd-P																										
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																						
32	0	0	0	1	32	Split	0	0	0	0	0	0	0	0	32		17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-		
						Crd-P																										
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON																						



ID: C 0255

Date Printed: 6/4/2021

Overlap 1-8 Program Parm & Parm+ [1.5.2.1] [1.5.2.8]			
1	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
A	Conflict Olap		Red 1.5
	Conflict Ped		LG
2	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
B	Conflict Olap		Red 1.5
	Conflict Ped		LG
3	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
C	Conflict Olap		Red 1.5
	Conflict Ped		LG
4	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
D	Conflict Olap		Red 1.5
	Conflict Ped		LG
5	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
E	Conflict Olap		Red 1.5
	Conflict Ped		LG
6	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
F	Conflict Olap		Red 1.5
	Conflict Ped		LG
7	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
G	Conflict Olap		Red 1.5
	Conflict Ped		LG
8	Included Ø		NORMAL
	Modifier Ø		Grn
	Conflict Ø		Yel 3.5
H	Conflict Olap		Red 1.5
	Conflict Ped		LG

Unit Parameters [1.2.1]	
Stop Timer Over Preempt	OFF
Preempt or Ext Output	EXT
Max Seek Track Time	0
Max Seek Dwell Time	0
Channel Parameters [1.8.3]	
Pre Invert Rail Input	OFF



Preemption Options+ [3.Pre #.6]									
Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min	
1	ON	RAIL	TS2		OFF	OFF	OFF	MAX	
2	OFF	EMERG	TS2	0	OFF	OFF	OFF	MAX	
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX	
4	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX	
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX	
6	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX	

Preemption Times [3.#.1]									
Pre #	Delay	MinDura	MaxPres	MinGrn	MinWlk	PedClr	Track Grn	Min Dwell	
1									
2	0	0	0	0	0	0	0	0	
3			60		4	26			
4	0	0	60	0	4	24	0	0	
5			60		4	20			
6	0	0	60	0	0	0	0	0	

Preemption, Options [3.#.3]						
Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt#	Flash Dwell	Link	
1	ON	ON	OFF	ON		
2	OFF	ON	OFF	OFF	0	
3	OFF	OFF	OFF	OFF		
4	OFF	OFF	OFF	OFF	0	
5	OFF	OFF	OFF	OFF		
6	OFF	OFF	OFF	OFF	0	

Preemption, Times+ [3.#.4]					
Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red
1					
2	0	0	0	0	0
3					
4	0	0	0	0	0
5					
6	0	0	0	0	0

Pre 1 = RR1
Pre 2 = RR2
Pre 3 = EVA
Pre 4 = EVB
Pre 5 = EVC
Pre 6 = EVD

Low Priority Preempts [3.X; where X = 7 thru 10]					
Pre #	Enb	C+P	Lock	NoSkip	Qjump
7	OFF	OFF	MAX	OFF	OFF
8	OFF	OFF	MAX	OFF	OFF
9	OFF	OFF	MAX	OFF	OFF
10	OFF	OFF	MAX	OFF	OFF

OLP GENERAL PARAMETERS [1.5.1]	
Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	OFF
Xtra Incl Phases	OFF
InhibitLockInterval	Always

Phases [3.#.2] - set the Dwell Phases											
Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	1	6								
	Peds										
6	Dwell Veh	3	8								
	Peds										

Phases [3.#.2] - Trk Veh						
Pre #	Phases					
1						
2	0	0	0	0	0	0
3						
4	0	0	0	0	0	0
5						
6	0	0	0	0	0	0

Exit Phases [3.#.2]			
No.	Exit Phase		
1			
2	0	0	0
3			
4	0	0	0
5			
6	0	0	0

Overlaps+ [3.#.5]											
Pre #	Preempt Overlaps +										
1	Track										
	Dwell										
2	Track										
	Dwell										
3	Track										
	Dwell										
4	Track										
	Dwell										
5	Track										
	Dwell										
6	Track										
	Dwell										

Times										Advance Times [3.x.8]										
Pre #	Enb	C+P	Lock	NoSkip	Qjump	Alt Tbl	Min	Max	Lock	Priority Phases										
7	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0

PREEMPTION NOTE: Each preemption has it's own set of menus. To access each menu :

- Press "3" for preemption
- Then enter "Preempt number" (1 through 6 and shown as "#" in Schedules above)
- Then enter "number of Menu item" you want to access (1-Times, 2-Phases, 3-Options, Times+, 5-Overlaps+ or 6-Options+)
- Once in an above menu push Escape once to go back to main preempton menu.

Name: **CLOVIS @ HERNDON**
ID: **C 0255** Date Printed: 6/4/2021

CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]																Chan Settings [1.8.2]								
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X																
Page 1								Page 2																

CHANNEL PARAMETERS [1.8.3]	
CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER

CHANNELS+ [1.8.4]																
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrdr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IO PARAMETERS [1.8.6]	
C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF



I/O LOGIC [1.8.7]																
Row#	Result		Function			OP	Function			OP	Function			OP	Timer	
	I/O	Fcn	Inv	I/O	Fcn	Logic	Inv	I/O	Fcn	Logic	Inv	I/O	Fcn	Logic	Dly	Sec
1	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
2	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
3	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
4	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
5	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
6	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
7	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
8	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
9	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
10	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0

Ped Parm (MM>5>4)				
Det#	Call	No	Max	Err
		Act	Pres	Cnt
1	0	0	0	0
2	2	0	5	0
3	0	0	0	0
4	4	0	5	0
5	0	0	0	0
6	6	0	5	0
7	0	0	0	0
8	0	0	0	0

Veh Par 1-32 [5.1]												Vehicle Options 1-32 [5.2]										Parameters+ 1-32 [5.3]							Info Only		Det #
Det #	Input Slot	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy			Delay		Type	Src	Dir	Type		
																						G	Y	R	1	2					
1	111U	1					0	0	0	2	1	X	X	-	-	-	-	-	X	1	-	-	-			NORM		EBLT1&2	Loop	1	
2	212U	2	0	10	0	0	0	0	0	2	2	X	X	-	-	-	-	-	X	2	-	-	-	0	0	NORM	0	WBRT	Loop	2	
3	212L	2	0	0	0	0	0	0	0	2	3	X	X	-	-	-	-	-	X	3	-	-	-	0	0	NORM	0	Not Used		3	
4	213U	2	0	0	0.9	0	0	0	0	2	4	X	X	-	-	-	-	-	X	4	-	-	-	0	0	NORM	0	WB INT	Loop	4	
5	213L	2	0	0	2.6	0	0	0	0	2	5	X	X	-	-	-	-	-	X	5	-	-	-	0	0	NORM	0	WB FAR	Loop	5	
6	214U	2	0	0	2	0	0	0	0	2	6	X	-	X	-	-	-	-	X	6	-	-	-	0	0	NORM	0	WB NEAR	Loop	6	
7	315U	3					0	0	0	2	7	X	X	-	-	-	-	-	X	7	-	-	-			NORM		SBLT1&2	Loop	7	
8	416U	4	0	0	0	0	0	0	0	2	8	X	X	-	-	-	-	-	X	8	-	-	-	0	0	NORM	0	Not Used		8	
9	416L	4	0	0	0	0	0	0	0	2	9	X	X	-	-	-	-	-	X	9	-	-	-	0	0	NORM	0	Not Used		9	
10	417U	4	0	0	0.5	0	0	0	0	2	10	-	X	-	-	-	-	-	X	10	-	-	-	0	0	NORM	0	NB INT	Mag	10	
11	417L	4			3.2	0	0	0	0	2	11	-	X	-	-	-	-	-	X	11	-	-	-			NORM		NB FAR	Mag	11	
12	418U	4			2	0	0	0	0	2	12	X	-	X	-	-	-	-	X	12	-	-	-			NORM		NB NEAR	Loop	12	
13	119U	1					0	0	0	2	13	X	X	-	-	-	-	-	X	13	-	-	-			NORM	0	Not Used		13	
14	319L	3					0	0	0	2	14	X	X	-	-	-	-	-	X	14	-	-	-			NORM	0	SBLT BACK	Loop	14	
15	511U	5					0	0	0	2	15	X	X	-	-	-	-	-	X	15	-	-	-	0	0	NORM	0	WBLT1&2	Loop	15	
16	6J2U	6		10			0	0	0	2	16	X	X	-	-	-	-	-	X	16	-	-	-			NORM		EBRT	Loop	16	
17	6J2L	6					0	0	0	2	17	X	X	-	-	-	-	-	X	17	-	-	-			NORM		Not Used		17	
18	6J3U	6			1.1	0	0	0	0	2	18	X	X	-	-	-	-	-	X	18	-	-	-			NORM		EB INT	Mag	18	
19	6J3L	6			0.9	0	0	0	0	2	19	X	X	-	-	-	-	-	X	19	-	-	-			NORM		EB FAR	Mag	19	
20	6J4U	6			2	0	0	0	0	2	20	X	-	X	-	-	-	-	X	20	-	-	-			NORM		EB NEAR	Loop	20	
21	7J5U	7					0	0	0	2	21	X	X	-	-	-	-	-	X	21	-	-	-			NORM		NBLT1&2	Loop	21	
22	8J6U	8	0	10	0	0	0	0	0	2	22	X	X	-	-	-	-	-	X	22	-	-	-	0	0	NORM	0	SBRT #1	Loop	22	
23	8J6L	8	0	10	0	0	0	0	0	2	23	X	X	-	-	-	-	-	X	23	-	-	-	0	0	NORM	0	SBRT #2	Loop	23	
24	8J7U	8	0	0	1.2	0	0	0	0	2	24	-	X	-	-	-	-	-	X	24	-	-	-	0	0	NORM	0	SB INT	Mag	24	
25	8J7L	8	0	0	1	0	0	0	0	2	25	-	X	-	-	-	-	-	X	25	-	-	-	0	0	NORM	0	SB FAR	Mag	25	
26	8J8U	8	0	0	2	0	0	0	0	2	26	X	-	X	-	-	-	-	X	26	-	-	-	0	0	NORM	0	SB NEAR	Loop	26	
27	5J9U	5					0	0	0	2	27	X	X	-	-	-	-	-	X	27	-	-	-			NORM		Not Used		27	
28	7J9L	7					0	0	0	2	28	X	X	-	-	-	-	-	X	28	-	-	-			NORM		Not Used		28	
29	2111U	0	0	0	0	0	0	0	0	0	29	-	-	-	-	-	-	-	-	29	-	-	-	0	0	NORM	0			29	
30	4111L	0	0	0	0	0	0	0	0	0	30	-	-	-	-	-	-	-	-	30	-	-	-	0	0	NORM	0			30	
31	6J11U						0	0	0	0	31	-	-	-	-	-	-	-	-	31	-	-	-			NORM				31	
32	8J11L						0	0	0	0	32	-	-	-	-	-	-	-	-	32	-	-	-			NORM				32	
33	111L						0	0	0	0	33	-	-	-	-	-	-	-	-	33	-	-	-			NORM	0			33	
34	214L						0	0	0	0	34	-	-	-	-	-	-	-	-	34	-	-	-			NORM				34	
35	315L						0	0	0	0	35	-	-	-	-	-	-	-	-	35	-	-	-			NORM	0			35	
36	418L						0	0	0	0	36	-	-	-	-	-	-	-	-	36	-	-	-			NORM				36	
37	5J1L	0	0	0	0	0	0	0	0	0	37	-	-	-	-	-	-	-	-	37	-	-	-	0	0	NORM	0			37	
38	6J4L						0	0	0	0	38	-	-	-	-	-	-	-	-	38	-	-	-			NORM				38	
39	7J5L	0	0	0	0	0	0	0	0	0	39	-	-	-	-	-	-	-	-	39	-	-	-	0	0	NORM	0			39	
40	8J8L						0	0	0	0	40	-	-	-	-	-	-	-	-	40	-	-	-			NORM				40	
41	4110U						0	0	0	0	41	-	-	-	-	-	-	-	-	41	-	-	-			NORM				41	
42	4110L						0	0	0	0	42	-	-	-	-	-	-	-	-	42	-	-	-			NORM				42	
43	8J10U						0	0	0	0	43	-	-	-	-	-	-	-	-	43	-	-	-			NORM				43	
44	8J10L						0	0	0	0	44	-	-	-	-	-	-	-	-	44	-	-	-			NORM				44	

Alt# 1 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø	0	0	0	0	0	0	0	0
Min Grn	0	0	0	0	0	0	0	0
Gap, Ext	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Yel Clr	0	0	0	0	0	0	0	0
Red Clr	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0

Alt# 2 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø	0	0	0	0	0	0	0	0
Min Grn	0	0	0	0	0	0	0	0
Gap, Ext	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Yel Clr	0	0	0	0	0	0	0	0
Red Clr	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0

Alt# 3 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø	0	0	0	0	0	0	0	0
Min Grn	0	0	0	0	0	0	0	0
Gap, Ext	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Yel Clr	0	0	0	0	0	0	0	0
Red Clr	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0	0	0	0	0	0	0	0
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0	0	0	0	0	0	0	0
Conflicting Ø2	0	0	0	0	0	0	0	0

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0	0	0	0	0	0	0	0
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0	0	0	0	0	0	0	0
Conflicting Ø2	0	0	0	0	0	0	0	0

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	0	0	0	0	0	0	0	0
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0	0	0	0	0	0	0	0
Conflicting Ø2	0	0	0	0	0	0	0	0

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	X	X	X	X	X	X	X	X
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	0	0	0	0	0	0	0	0
Conflicting Ø2	0	0	0	0	0	0	0	0

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off								ASC	CNA1	Max2	Dia
					1	2	3	4	5	6	7	8				
1	0	0	0	0									0	Off	DFT	
2	0	0	0	0									0	Off	DFT	
3	0	0	0	0									0	Off	DFT	
4	4	0	0	0									0	Off	DFT	
5	0	0	0	0									0	Off	DFT	
6	0	0	0	0									0	Off	DFT	
7	0	0	0	0									0	Off	DFT	
8	0	0	0	0									0	Off	DFT	
9	0	0	0	0									0	Off	DFT	
10	0	0	0	0									0	Off	DFT	
11	0	0	0	0									0	Off	DFT	
12	0	0	0	0									0	Off	DFT	
13	0	0	0	0									0	Off	DFT	
14	0	0	0	0									0	Off	DFT	
15	0	0	0	0									0	Off	DFT	
16	0	0	0	0									0	Off	DFT	
17	0	0	0	0									0	Off	DFT	
18	0	0	0	0									0	Off	DFT	
19	0	0	0	0									0	Off	DFT	
20	0	0	0	0									0	Off	DFT	
21	0	0	0	0									0	Off	DFT	
22	0	0	0	0									0	Off	DFT	
23	0	0	0	0									0	Off	DFT	
24	0	0	0	0									0	Off	DFT	

Time Base Parameters [4.6]

Daylight Savings Time	DISABLE	
Time Base Sync Ref	0	
GMT Offset	+	0
Daylight Savings	Mon	Week
Spring	3	2
Fall	11	1



NAME: CLOVIS @ HERNDON

6/4/2021

ID: C 0255

I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	181	ManCntrlEnbl
54	I2-8	189	Unused
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	189	Unused
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	178	Int Advance
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUT 1.8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9

I/O Outputs - 1.8.9.2.5

C-11 OUTPUTS

1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used

I/O Inputs - 1.8.9.1.5

C-11 INPUTS

15	I7-1	192	Alarm 1
16	I7-2	193	Alarm 2
17	I7-3	194	Alarm 3
18	I7-4	195	Alarm 4
19	I7-5	196	Alarm 5
20	I7-6	197	Alarm 6
21	I7-7	189	Unused
22	I7-8	189	Unused
23	I8-1	189	Unused
24	I8-2	189	Unused
25	I8-3	189	Unused
26	I8-4	189	Unused
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused

ID: C 0255

NAME: CLOVIS @ HERNDON

Date Printed:

6/4/2021

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ID NUMBER: C 0255

LOCATION: CLOVIS and HERNDON

T. Barker
6/1/2021

CITY OF CLOVIS
332 CABINET
28 DETECTOR SETUP

DETECTOR ASSIGNMENTS												ISOLATORS		
	EBLT	WBRT	WB INT	WB NEAR	SBLT	I6	NB INT	NB NEAR	I9	I10	I11	NORTH LEG	SOUTH LEG	
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 #1 Lane	Ph 2 Call & Ext T2-5 & 6 C1-39 DET 2 10 DEL	Ph 2 Call & Ext T2-9 & 10 C1-63 DET 4 0.9	Ph 2 Call & Que T4-1 & 2 C1-47 DET 6 2.0 #1 & #2	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7 #1 Lane	Ph 4 Call & Ext T4-9 & 10 C1-41 DET 8	Ph 4 Ext T6-1 & 2 C1-65 DET 10 0.5 #1 Lane	Ph 4 Call & Que T6-5 & 6 C1-49 DET 12 2.0 #1 & #2	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13	NOT WIRED	NOT ASSIGNED C1-80	Ph 2 PED CALL C1-67	Ph 6 PED CALL C1-68	FLASH SENSE C1-81
LOWER	Ph 1 Call & Ext T2-3 & 4 C1-56 DET 1 #2 Lane	Ph 2 Call & Ext T2-7 & 8 C1-43 DET 3	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 2.6	Ph 2 Call & Que T4-3 & 4 C1-47 DET 6 2.0 #3 Lane	Ph 3 Call & Ext T4-7 & 8 C1-58 DET 7 #2 Lane	Ph 4 Call & Ext T4-11 & 12 C1-45 DET 9	Ph 4 Ext T6-3 & 4 C1-78 DET 11 3.2 #2 Lane	Ph 4 Call & Que T6-7 & 8 C1-49 DET 12 2.0 #3 Lane	Ph 3 Call & Ext T6-11 & 12 C1-62 DET 14 "B" & "C" BACK LOOPS	NOT WIRED	NOT ASSIGNED C1-53	Ph 4 PED CALL C1-69	Ph 8 PED CALL C1-70	STOP TIME C1-82
	EBLT		WB FAR	WB NEAR	SBLT		NB FAR	NB NEAR	SBLT			EAST LEG		
J	J1	J2	J3	EB NEAR	NBLT	SBRT	SB INT	SB NEAR	J9	J10	J11	WB	NB	J14
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15 #1 Lane	Ph 6 Call & Ext T3-5 & 6 C1-40 DET 16 10 DEL	Ph 6 Call & Ext T3-9 & 10 C1-64 DET 18 1.1	Ph 6 Call & Que T5-1 & 2 C1-48 DET 20 2.0 #1 & #2	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 #1 Lane	Ph 8 Call & Ext T5-9 & 10 C1-42 DET 22 10 DEL #1 Lane	Ph 8 Ext T7-1 & 2 C1-66 DET 24 1.2	Ph 8 Call & Que T7-5 & 6 C1-50 DET 26 2.0 #1 & #2	Ph 5 Call & Ext T7-9 & 10 C1-59 DET 27	NOT WIRED	NOT ASSIGNED C1-54	PH 2 & 5 EVA Preempt C1-71 PRE 3	PH 4 & 7 EVB Preempt C1-72 PRE 4	LOW BATT RAILROAD 1 C1-51
LOWER	Ph 5 Call & Ext T3-3 & 4 C1-55 DET 15 #2 Lane	Ph 6 Call & Ext T3-7 & 8 C1-44 DET 17	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 0.9	Ph 6 Call & Que T5-3 & 4 C1-48 DET 20 2.0 #3 Lane	Ph 7 Call & Ext T5-7 & 8 C1-57 DET 21 #2 Lane	Ph 8 Call & Ext T5-11 & 12 C1-46 DET 23 10 DEL #2 Lane	Ph 8 Ext T7-3 & 4 C1-79 DET 25 1.0	Ph 8 Call & Que T7-7 & 8 C1-50 DET 26 2.0 #3 Lane	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28	NOT WIRED	NOT ASSIGNED C1-75	PH 6 & 1 EVC Preempt C1-73 PRE 5	PH 8 & 3 EVD Preempt C1-74 PRE 6	RAILROAD 2 C1-52
	WBLT		EB FAR	EB NEAR	NBLT	SBRT	SB FAR	SB NEAR				EB	SB	

COMMENTS:

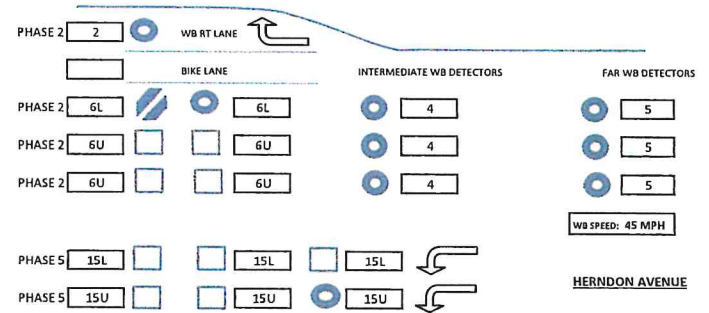
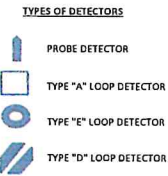
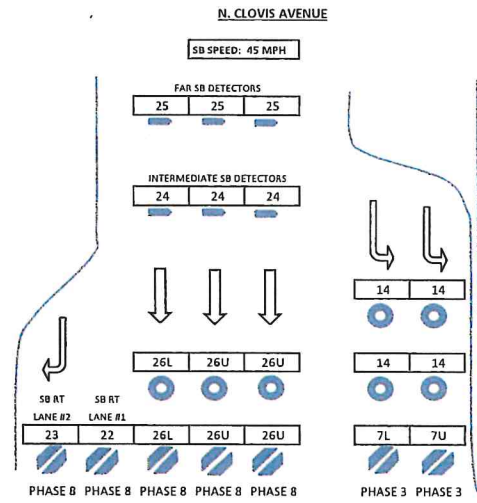
- 222 Loop Amplifier
- 752 Discriminator
- 242 Isolator
- 232 Mag Amplifier

Detector Layout for the Intersection of: **CLOVIS and HERNDON**
 DATE: Friday, June 4, 2021
 BY: T. Barker



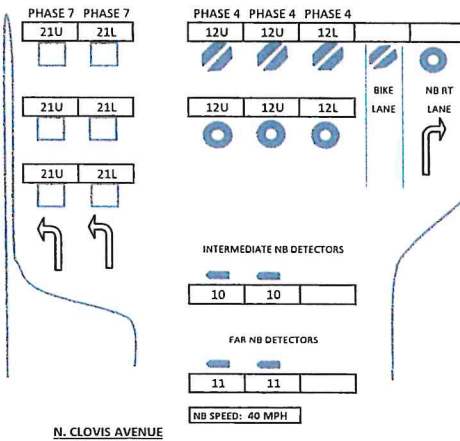
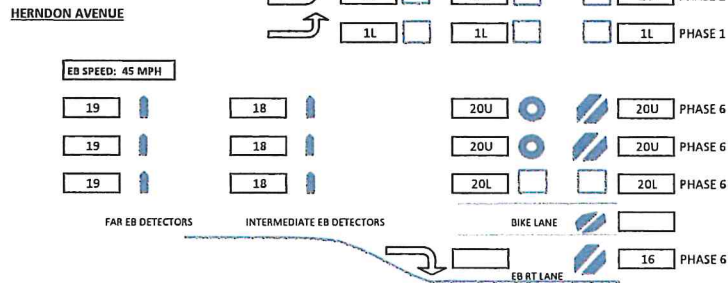
NOTES:
 X DETECTOR NUMBER

"I" - INPUT PANEL		"J" - INPUT PANEL	
Det No.	Location	Det No.	Location
1U	EBLT Loops Lane #1	15U	WB LT Loops Lane #1
1L	EBLT Loops Lane #2	15L	WB LT Loops Lane #2
2	WB RT LOOP	16	EB RT LANE
3	(NOT USED)	17	(NOT USED)
4	WB INTERMEDIATE LOOPS	18	EB INT Magnetic Probes
5	WB FAR LOOPS	19	EB FAR Magnetic Probes
6U	WB LOOPS Lane #1 & #2	20U	EB LOOPS Lane #1 & #2
6L	WB LOOPS Lane #3	20L	EB LOOPS Lane #3
7U	SBLT Loops #1 Lane	21U	NBLT Loops #1 Lane
7L	SBLT Loops #2 Lane	21L	NBLT Loops #2 Lane
8	(NOT USED)	22	SB RT Loops Lane #1
9	(NOT USED)	23	SB RT Loops Lane #2
10	NB INT Magnetic Probes	24	SB INT Magnetic Probes
11	NB FAR Magnetic Probes	25	SB FAR Magnetic Probes
12U	NB LOOPS Lane #1 & #2	26U	SB LOOPS Lane #1 & #2
12L	NB LOOPS Lane #3	26L	SB LOOPS Lane #3
13	(NOT USED)	27	(NOT USED)
14	SBLT Back Loops	28	(NOT USED)
41	NA	43	NA
42	NA	44	NA
29	NA	31	NA
30	NA	32	NA



INTERSECTION
 MAINTENANCE
 NUMBER:
C 0255

COORDINATES:
 LATITUDE 36.837324
 LONGITUDE -119.700015





Movement	NBL	SB	EBL	WB	SBL	NB	WBL	EB
Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	9	8	8	8	9	8	8	8
Gap, Ext	2	3	2	4.7	2	3	2	4.7
Max 1	35	40	35	40	35	40	35	40
Max 2								
Yel Clearance	3	4.7	3	5	3	4.7	3	5
Red Clearance	1	1	1	1	1	1	1	1
Walk								7
Ped Clearance								23
Red Revert	1	1	1	1	1	1	1	1
Add Initial								
Max Initial								
Time B4 Reduct		18		19		18		19
Cars B4 Reduct								
Time To Reduce		12		11		12		11
Reduce By								
Min Gap	2	1.8	2	3.1	2	1.8	2	3.1
DyMaxLim	45							
Max Step	5							

Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	X	X	X	X	X	X	X	X
Min Recall								
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		X		X		X		X
Enable Simul Gap	X	X	X	X	X	X		X
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Phase Options+ [1.1.3]	1	2	3	4	5	6	7	8
Options+								
Reservice								
PedClr Thru Yel								
SkipRed-NoCall								
Red Rest								
Max II								
Max Inhibit								
Ped Delay								
Red Rest on Gap								
Conflicting Phase								
Grn/Ped Delay								
Omit Yel, Yel P								
Ped Out/Olp Ped								
StartYel, Next P		3			7			

Phase Concurrency [1.1.4]	Phase	Ring	StartUp	Concurrent Phases
	1	1	RED	5 6 0 0
	2	1	YELLOW	5 6 0 0
	3	1	RED	7 8 0 0
	4	1	RED	7 8 0 0
	5	2	RED	1 2 0 0
	6	2	YELLOW	1 2 0 0
	7	2	RED	3 4 0 0
	8	2	RED	3 4 0 0
	9		RED	0 0 0 0
	10		RED	0 0 0 0
	11		RED	0 0 0 0
	12		RED	0 0 0 0

Comm Ports [6.6]	Channel	Port	Echo	Mode
	Async 1	SP1	NONE	0
	Async 2	SP2	NONE	0
	Async 3	SP8	NONE	0
	Async 4	OFF	NONE	0
	Sync 1	SP5S		
	Sync 2	SP3S		
	TS2CVM	ASYNC3		
	Opticom	NONE		
	GPS	NONE		

Unit Params [1.2.1]	Value	Value
Startup Flash	0	Red Revert 1
MCE Timeout	0	Auto Ped Clear OFF
Loc Fish Start	OFF	Display Time 10
Yellow < 3"	OFF	Tone Disable OFF
Allow Skip Yel	OFF	AudioPedTime OFF
Start Red Tm	0	Phase Mode STDB
Disable Init Ped	OFF	CNA FreeTime 0
TOD Dimming	OFF	Diamond Mode 4Ph
ST over Prmpt	OFF	Free Ring Seq 1
Feature Profile	1	IO Mode AUTO
Mx Seek TrkTm	0	Max Cyc Timer 0
Mx Seek Dwell	0	CycFit Actn ALARM
Prmpt/Ext Coor	EXT	Clmc Decide OFF
Aux Switch	STOPTM	LPAIT Srs OFF

Times+ [1.1.7]	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFish	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

SDLC Parameters [1.3.2]	Manual Check
	0
TS2 Detector Faults	OFF

Comm [6.2]	Port	Baud Rate	FCM
	1	9600	6
	2	9600	6
	3	1200	0
	4	1200	0

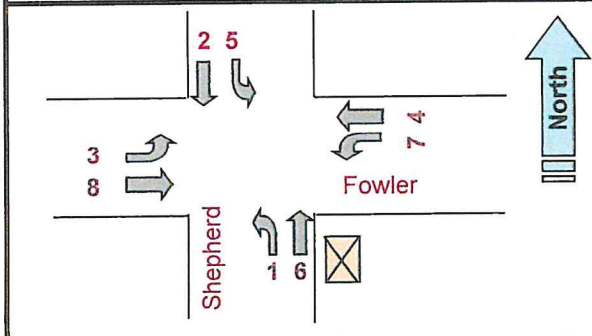
Comm [6.5]	Host IP *
IP Address:	10 128 0 96
Mask:	255 255 255 0
Gateway:	10 128 0 254
Port #:	5096

Phase Seq. (2 ring) Chart [1.2.4]	Seq #	Ring	Phases							
	1	1	1	2	3	4	0	0	0	0
	2	1	1	2	3	4	0	0	0	0
	3	2	2	6	5	7	8	0	0	0
	4	1	2	1	3	4	0	0	0	0
	5	1	1	2	3	4	0	0	0	0
	6	1	1	2	3	4	0	0	0	0
	7	2	5	6	8	7	0	0	0	0
	8	1	2	1	3	4	0	0	0	0
	9	2	6	5	8	7	0	0	0	0
	10	1	1	2	4	3	0	0	0	0
	11	2	6	5	7	8	0	0	0	0
	12	1	2	1	4	3	0	0	0	0
	13	2	6	5	7	8	0	0	0	0
	14	1	1	2	4	3	0	0	0	0
	15	2	5	6	8	7	0	0	0	0
	16	1	2	1	4	3	0	0	0	0
	16	2	6	5	8	7	0	0	0	0

SPECIAL INSTRUCTIONS:

*Host IP must be entered manually.

Advance Warning [1.1.9]	Ph	Tm
Aux Out #1	0	0
Aux Out #2	0	0



NAME:	Fowler at Shepherd	ID:	186	Configuration:	Standard File	V76.7D
Prepared by:	<i>[Signature]</i>	Date Installed:	12/31/2017	ATMS 1.5.45.263		
Installed by:		Date Superceded:		Date Printed:		
				1/5/18		
				Page 1		

[2.1] Coord Modes+		[2.4] Patterns					[2.7.1-24] Splits								[2.5] Transition							FRC MODE														
		Pat#	Cyc	Off	Split	Seq	Split	[2.7]	1	2	3	4	5	6	7	8	Pat#	Short	Long	Dwell	No Shortway Ø			E-Yld	Offset	Ret Hold	Flt	Veh	Ped							
Test OpMode	0	1	0	0	0	1	1	Split	0	0	0	0	0	0	0	1		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
Correction	LONG							Crd-P																												
Maximum	MAX 1							Mode	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
Force Mode	FIXED	2	0	0	0	1	2	Split	0	0	0	0	0	0	0	2		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
Flash Mode	CHANNEL							Crd-P																												
Coord Modes+ (Page 2)								Mode	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
FreonSeqCh	OFF	3	0	0	0	1	3	Split	0	0	0	0	0	0	0	3		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
Closed Loop	OFF							Crd-P																												
External	OFF							Mode	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
Latch Sec Frc	OFF	4	0	0	0	1	4	Split	0	0	0	0	0	0	0	4		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
Stop-in-Walk	OFF							Crd-P																												
Ped Recycle	NO_RECYCLE							Mode	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
Expand Split	OFF	5	0	0	0	1	5	Split	0	0	0	0	0	0	0	5		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
Easy Float	OFF							Crd-P																												
Auto Reset	OFF							Mode	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
NTCIP Yield	+ 0	6	0	0	0	1	6	Split	0	0	0	0	0	0	0	6		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
Leave Walk								Crd-P																												
Before	TIMED							Mode	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
After	TIMED	7	0	0	0	1	7	Split	0	0	0	0	0	0	0	7		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
Intersection Name: Fowler at Shepherd								Crd-P																												
								Mode	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
		CITY OF CLOVIS	186	Date Printed: 1/5/2018	8	0	0	0	1	8	Split	0	0	0	0	0	0	8		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-				
Crd-P																																				
Mode	NON										NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON
9	0	0	0	0	1	9	Split	0	0	0	0	0	0	0	0	9		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
							Crd-P																													
							Mode	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
10	0	0	0	0	1	10	Split	0	0	0	0	0	0	0	0	10		17	0	0	0	0	0	0	0	BegGRN	-	-	-	-						
							Crd-P																													
							Mode	NON	NON	NON	NON	NON	NON	NON	NON																NON	NON	NON	NON		
30	0	0	0	0	1	30	Split	0	0	0	0	0	0	0	0	30		17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-					
							Crd-P																													
							Mode	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	
31	0	0	0	0	1	31	Split	0	0	0	0	0	0	0	0	31		17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-					
							Crd-P																													
							Mode	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	
32	0	0	0	0	1	32	Split	0	0	0	0	0	0	0	0	32		17	0	0	0	0	0	0	0	0	BegGRN	-	-	-	-					
							Crd-P																													
							Mode	NON	NON	NON	NON	NON	NON	NON	NON																	NON	NON	NON	NON	

CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]																Chan Settings [1.8.2]								
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Page 1								Page 2																

CHANNEL PARAMETERS [1.8.3]	
CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	AUTO

CHANNELS+ [1.8.4]																
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red FI in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrdr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IO PARAMETERS [1.8.6]	
C1-C11-ABC IO Mode:	AUTO
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF



I/O LOGIC [1.8.7]																
Row#	Result		Function			OP	Function			OP	Function			OP	Timer	
	I/O	Fcn	Inv	I/O	Fcn	Logic	Inv	I/O	Fcn	Logic	Inv	I/O	Fcn	Logic	Dly	Sec
1	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0
2	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0
3	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0
4	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0
5	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0
6	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0
7	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0
8	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0
9	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0
10	I	0	-	I	---	0	-	I	---	0	-	I	---	0	DLY	0

Ped Parms (MM>5>4)				
Det#	Call	No	Max	Err
		Act	Pres	Cnt
1	0	0	0	0
2	2	0	0	0
3	0	0	0	0
4	4	0	0	0
5	0	0	0	0
6	6	0	0	0
7	0	0	0	0
8	8	0	0	0

ID: 186

Veh Par 1-32 [5.1]												Vehicle Options 1-32 [5.2]								Parameters+ 1-32 [5.3]						Info Only		Det #		
Det #	Input Slot	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy			Delay		Type	Src		Dir	Type
																					G	Y	R	1	2					
1	1I1U	1					0	0	0	2	1	X	X	-	-	X	-	X	X	1	X	X	-			NORM	NBL1		1	
2	2I2U	2			1.1		0	0	0	2	2	-	X	-	-	-	-	-	-	2	-	-	-			NORM			2	
3	2I2L	2			3.7		0	0	0	2	3	-	X	-	-	-	-	-	-	3	-	-	-			NORM			3	
4	2I3U	2					0	0	0	2	4	X	X	-	-	-	-	-	-	4	-	-	-			NORM			4	
5	2I3L	2			2	20	0	0	0	2	5	X	-	X	-	-	-	-	-	5	-	-	-			NORM			5	
6	2I4U	2			2	20	0	0	0	2	6	X	-	X	-	-	-	X	X	6	X	X	-			NORM	SBT1		6	
7	3I5U	3					0	0	0	2	7	X	X	-	-	X	-	X	X	7	X	X	-			NORM	EBL1		7	
8	4I6U	4			1.6		0	0	0	2	8	X	X	-	-	-	-	-	-	8	-	-	-			NORM			8	
9	4I6L	4			0.1		0	0	0	2	9	X	X	-	-	-	-	-	-	9	-	-	-			NORM			9	
10	4I7U	4		10			0	0	0	2	10	X	-	-	-	-	-	X	X	10	X	X	X			NORM	WBR1		10	
11	4I7L	4			2	20	0	0	0	2	11	X	-	X	-	-	-	-	-	11	-	-	-			NORM			11	
12	4I8U	4			2	20	0	0	0	2	12	X	-	X	-	-	-	X	X	12	X	X	-			NORM	WBT1		12	
13	1I9U	1					0	0	0	2	13	X	X	-	-	-	X	-	-	13	-	-	-			NORM			13	
14	3I9L	3					0	0	0	2	14	X	X	-	-	-	X	-	-	14	-	-	-			NORM			14	
15	5J1U	5					0	0	0	2	15	X	X	-	-	X	-	X	X	15	X	X	-			NORM	SBL1		15	
16	6J2U	6			1		0	0	0	2	16	-	X	-	-	-	-	-	-	16	-	-	-			NORM			16	
17	6J2L	6			0.8		0	0	0	2	17	-	X	-	-	-	-	-	-	17	-	-	-			NORM			17	
18	6J3U	6		10			0	0	0	2	18	X	-	-	-	-	-	X	X	18	X	X	X			NORM	WBT2		18	
19	6J3L	6			2	20	0	0	0	2	19	X	-	X	-	-	-	-	-	19	-	-	-			NORM			19	
20	6J4U	6			2	20	0	0	0	2	20	X	-	X	-	-	-	X	X	20	X	X	-			NORM	NBT1		20	
21	7J5U	7					0	0	0	2	21	X	X	-	-	X	-	X	X	21	X	X	-			NORM	WBL1		21	
22	8J6U	8			1.5		0	0	0	2	22	X	X	-	-	-	-	-	-	22	-	-	-			NORM			22	
23	8J6L	8			0.1		0	0	0	2	23	X	X	-	-	-	-	-	-	23	-	-	-			NORM			23	
24	8J7U	8					0	0	0	2	24	X	-	-	-	-	-	X	X	24	X	X	X			NORM	EBR1		24	
25	8J7L	8			2	20	0	0	0	2	25	X	-	X	-	-	-	-	-	25	-	-	-			NORM			25	
26	8J8U	8			2	20	0	0	0	2	26	X	-	X	-	-	-	X	X	26	X	X	-			NORM	EBT1		26	
27	5J9U	5					0	0	0	2	27	X	X	-	-	-	X	-	-	27	-	-	-			NORM			27	
28	7J9L	7					0	0	0	2	28	X	X	-	-	-	X	-	-	28	-	-	-			NORM			28	
29	2I11U	2					0	0	0	2	29	-	-	-	-	-	-	-	-	29	-	-	-			NORM			29	
30	4I11L	4					0	0	0	2	30	-	-	-	-	-	-	-	-	30	-	-	-			NORM			30	
31	6J11U	6					0	0	0	2	31	-	-	-	-	-	-	-	-	31	-	-	-			NORM			31	
32	8J11L	8					0	0	0	2	32	-	-	-	-	-	-	-	-	32	-	-	-			NORM			32	
33	1I1L	1					0	0	0	2	33	-	-	-	-	-	-	-	-	33	-	-	-			NORM			33	
34	2I4L	2			2	20	0	0	0	2	34	X	-	X	-	-	-	X	X	34	X	X	-			NORM	SBT2		34	
35	3I5L	3					0	0	0	2	35	-	-	-	-	-	-	-	-	35	-	-	-			NORM			35	
36	4I8L	4			2	20	0	0	0	2	36	X	-	X	-	-	-	X	X	36	X	X	-			NORM			36	
37	5J1L	5					0	0	0	2	37	-	-	-	-	-	-	-	-	37	-	-	-			NORM			37	
38	6J4L	6			2	20	0	0	0	2	38	X	-	X	-	-	-	X	X	38	X	X	-			NORM	NBT2		38	
39	7J5L	7					0	0	0	2	39	-	-	-	-	-	-	-	-	39	-	-	-			NORM			39	
40	8J8L	8			2	20	0	0	0	2	40	X	-	X	-	-	-	X	X	40	X	X	-			NORM	EBT2		40	
41	4I10U						0	0	0	0	41	-	-	-	-	-	-	-	-	41	-	-	-			NORM			41	
42	4I10L						0	0	0	0	42	-	-	-	-	-	-	-	-	42	-	-	-			NORM			42	
43	8J10U						0	0	0	0	43	-	-	-	-	-	-	-	-	43	-	-	-			NORM			43	
44	8J10L						0	0	0	0	44	-	-	-	-	-	-	-	-	44	-	-	-			NORM			44	

Alt# 1 Times Table [1.1.6.1]

Column#...->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#...->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#...->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	X	-	-	-	X
Dual Entry	-	X	-	X	-	X	-	X
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	-	-	-	-	-	-	-	-
Conflicting Ø2	-	-	-	-	-	-	-	-

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	X	-	-	-	X	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	X	X	X	X	X	X	X	X
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	-	-	-	-	-	-	-	-
Conflicting Ø2	-	-	-	-	-	-	-	-

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	-	-	-	-	-	-	-	-
Conflicting Ø2	-	-	-	-	-	-	-	-

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1	-	-	-	-	-	-	-	-
Conflicting Ø2	-	-	-	-	-	-	-	-

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off								ASC	CNA1	Max2	Dia
					1	2	3	4	5	6	7	8				
1	1												0	Off		DFT
2	2												0	Off		DFT
3													0	Off		DFT
4													0	Off		DFT
5													0	Off		DFT
6													0	Off		DFT
7													0	Off		DFT
8													0	Off		DFT
9													0	Off		DFT
10													0	Off		DFT
11													0	Off		DFT
12													0	Off		DFT
13													0	Off		DFT
14													0	Off		DFT
15													0	Off		DFT
16													0	Off		DFT
17													0	Off		DFT
18													0	Off		DFT
19													0	Off		DFT
20													0	Off		DFT
21													0	Off		DFT
22													0	Off		DFT
23													0	Off		DFT
24													0	Off		DFT

Time Base Parameters [4.6]

Daylight Savings Time	ENABLE	
Time Base Sync Ref	0	
GMT Offset	+	0
Daylight Savings	Mon	Week
Spring	0	1
Fall	0	1



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I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	30	Veh Det 30
54	I2-8	31	Veh Det 31
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	32	Veh Det 32
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	29	Veh Det 29
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUTS - 1.8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9

I/O Outputs - 1.8.9.2.5

C-11 OUTPUTS

1	O8-1	17	Red Ch 17
2	O8-2	65	Grn Chan 17
3	O8-3	10	Red Ch 10
4	O8-4	34	Yel Chan 10

I/O Outputs - 1.8.9.2.5

C-11 INPUTS

15	I7-1	33	Veh Det 33
16	I7-2	34	Veh Det 34
17	I7-3	35	Veh Det 35
18	I7-4	36	Veh Det 36
19	I7-5	37	Veh Det 37
20	I7-6	38	Veh Det 38
21	I7-7	39	Veh Det 39
22	I7-8	40	Veh Det 40
23	I8-1	41	Veh Det 41
24	I8-2	42	Veh Det 42
25	I8-3	43	Veh Det 43
26	I8-4	44	Veh Det 44
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused



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ID NUMBER: C0184
 LOCATION: FOWLER AND SHEPHERD

CITY OF CLOVIS
 332L CABINET
 44 DETECTOR SETUP

DETECTOR ASSIGNMENTS										ISOLATORS					
	NBLT	SB INT		SB NEAR	EBLT	WB INT	WBRT	WB NEAR	NBLT						
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14	
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 "A" LOOP	Ph 2 Ext T2-5 & 6 C1-39 DET 2 1.1	Ph 2 Call & TP3 T2-9 & 10 C1-63 DET 4	Ph 2 Call & TP3 T4-1 & 2 C1-47 DET 6 2 Sec #1 A Loop	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7 "A" LOOP	Ph 4 Ext T4-9 & 10 C1-41 DET 8 1.6	Ph 4 Call & TP3 T6-1 & 2 C1-65 DET 10 10 DEL	Ph 4 Call & TP3 T6-5 & 6 C1-49 DET 12 2 Sec #1 A Loop	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 B & C Loop	Ph 2/4 Ext T10-5 & 6 C11-23 DET 41	Ph 2 Call & Ext T8-1 C1-80 DET 29	Ph 2 PED CALL T8-4 C1-67	Ph 6 PED CALL T8-7 C1-68	FLASH SENSE T8-10 C1-81	
	Ph 1 Call & Ext T2-3 & 4 C11-15 DET 33	Ph 2 Call & TP3 T2-7 & 8 C1-43 DET 3 3.7 Sec	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 2 Sec #1 B Loop	Ph 2 Call & TP3 T4-3 & 4 C11-16 DET 34 2 Sec #1 A Loop	Ph 3 Call & Ext T4-7 & 8 C11-17 DET 35	Ph 4 Call & TP3 T4-11 & 12 C1-45 DET 9 0.1	Ph 4 Call & Ext T6-3 & 4 C1-78 DET 11 2 Sec #1 B Loop	Ph 4 Call & TP3 T6-7 & 8 C11-18 DET 36 2 Sec #2 A Loop	Ph 3 Call & Ext T6-11 & 12 C1-62 DET 14 B & C Loop	Ph 2/4 Ext T10-7 & 8 C11-24 DET 42	Ph 4 Call & Ext T8-2 C1-53 DET 30	Ph 4 PED CALL T8-5 C1-69	Ph 8 PED CALL T8-8 C1-70	STOP TIME T8-11 C1-82	
		SB FAR	SB NEAR	SB NEAR		WB FAR	WB NEAR	WB NEAR	EBLT				SOUTH LEG		
J	SBLT	NB INT	NB RT	NB NEAR	WBLT	EB INT	EBRT	EB NEAR	SBLT			SB	WB	FUT UPS	
J1	J2	J3	J4	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14	
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15 "A" LOOP	Ph 6 Ext T3-5 & 6 C1-40 DET 16 1.0	Ph 6 Call & TP3 T3-9 & 10 C1-64 DET 18 10 DEL	Ph 6 Call & TP3 T5-1 & 2 C1-48 DET 20 2 Sec #1 A Loop	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 "A" LOOP	Ph 8 Ext T5-9 & 10 C1-42 DET 22 1.5	Ph 8 Call & Ext T7-1 & 2 C1-66 DET 24	Ph 8 Call & TP3 T7-5 & 6 C1-50 DET 26 2 Sec #1 A Loop	Ph 5 Call & Ext T7-9 & 10 C1-59 DET 27 B & C Loop	Ph 6/8 Ext T10-9 & 10 C11-25 DET 43	Ph 6 Call & Ext T9-1 C1-54 DET 31	PH 2 & 5 EVA Preempt T9-4 C1 - 71	PH 4 & 7 EVB Preempt T9-5 C1 - 72	RAILROAD 1 T9-10 C1-51	
	Ph 5 Call & Ext T3-3 & 4 C11-19 DET 37	Ph 6 Call & TP3 T3-7 & 8 C1-44 DET 17 0.8	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 2 Sec B Loops	Ph 6 Call & TP3 T5-3 & 4 C11-20 DET 38 2 Sec #2 A Loop	Ph 7 Call & Ext T5-7 & 8 C11-21 DET 39	Ph 8 Call & TP3 T5-11 & 12 C1-46 DET 23 0.1	Ph 8 Call & Ext T7-3 & 4 C1-79 DET 25 2 Sec B Loops	Ph 8 Call & TP3 T7-7 & 8 C11-22 DET 40 2 Sec #2 A Loop	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28 B & C Loop	Ph 6/8 Ext T10-11 & 12 C11-26 DET 44	Ph 8 Call & Ext T9-2 C1-75 DET 32	PH 6 & 1 EVC Preempt T9-7 C1 - 73	PH 8 & 3 EVD Preempt T9-8 C1 - 74	RAILROAD 2 T9-11 C1-52	
		NB FAR	NB NEAR	NB NEAR		EB FAR	EB NEAR	EB NEAR	WBLT			NB	EB		

COMMENTS:

Timing card - Update January 5, 2017

- 222 Loop Amplifier
- 764 Discriminator
- 242 Isolator
- 232 Mag Amplifier

APPENDIX D

VOLUME DEVELOPMENT WORKSHEETS

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
1 Willow Avenue/International Avenue						
NBL	349	15	364	111	10	121
NBT	293	12	305	366	8	374
NBR	14	0	14	12	0	12
SBL	62	0	62	19	0	19
SBT	430	4	434	252	14	266
SBR	86	0	86	11	0	11
EBL	22	0	22	9	0	9
EBT	70	0	70	37	0	37
EBR	193	5	198	93	17	110
WBL	14	0	14	5	0	5
WBT	267	0	267	62	0	62
WBR	53	0	53	29	0	29
North Leg						
Approach	578	4	582	282	14	296
Departure	368	12	380	404	8	412
Total	946	16	962	686	22	708
South Leg						
Approach	656	27	683	489	18	507
Departure	637	9	646	350	31	381
Total	1,293	36	1,329	839	49	888
East Leg						
Approach	334	0	334	96	0	96
Departure	146	0	146	68	0	68
Total	480	0	480	164	0	164
West Leg						
Approach	285	5	290	139	17	156
Departure	702	15	717	184	10	194
Total	987	20	1,007	323	27	350
Total Approaches						
Approach	1,853	36	1,889	1,006	49	1,055
Departure	1,853	36	1,889	1,006	49	1,055
Total	3,706	72	3,778	2,012	98	2,110

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
2 Willow Avenue/Behymer Avenue						
NBL	84	0	84	120	0	120
NBT	552	15	567	451	10	461
NBR	16	0	16	24	0	24
SBL	44	4	48	37	14	51
SBT	576	5	581	354	17	371
SBR	74	0	74	10	0	10
EBL	67	0	67	11	0	11
EBT	125	1	126	45	3	48
EBR	203	0	203	81	0	81
WBL	16	0	16	31	0	31
WBT	128	3	131	89	2	91
WBR	43	12	55	18	8	26
North Leg						
Approach	694	9	703	401	31	432
Departure	662	27	689	480	18	498
Total	1,356	36	1,392	881	49	930
South Leg						
Approach	652	15	667	595	10	605
Departure	795	5	800	466	17	483
Total	1,447	20	1,467	1,061	27	1,088
East Leg						
Approach	187	15	202	138	10	148
Departure	185	5	190	106	17	123
Total	372	20	392	244	27	271
West Leg						
Approach	395	1	396	137	3	140
Departure	286	3	289	219	2	221
Total	681	4	685	356	5	361
Total Approaches						
Approach	1,928	40	1,968	1,271	54	1,325
Departure	1,928	40	1,968	1,271	54	1,325
Total	3,856	80	3,936	2,542	108	2,650

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
3 Willow Avenue/Shepherd Avenue						
NBL	160	0	160	243	0	243
NBT	587	0	587	657	0	657
NBR	49	1	50	89	3	92
SBL	161	5	166	127	17	144
SBT	740	0	740	464	0	464
SBR	50	0	50	31	0	31
EBL	29	0	29	36	0	36
EBT	243	12	255	323	38	361
EBR	145	0	145	113	0	113
WBL	44	3	47	34	2	36
WBT	298	34	332	315	23	338
WBR	98	15	113	145	10	155
North Leg						
Approach	951	5	956	622	17	639
Departure	714	15	729	838	10	848
Total	1,665	20	1,685	1,460	27	1,487
South Leg						
Approach	796	1	797	989	3	992
Departure	929	3	932	611	2	613
Total	1,725	4	1,729	1,600	5	1,605
East Leg						
Approach	440	52	492	494	35	529
Departure	453	18	471	539	58	597
Total	893	70	963	1,033	93	1,126
West Leg						
Approach	417	12	429	472	38	510
Departure	508	34	542	589	23	612
Total	925	46	971	1,061	61	1,122
Total Approaches						
Approach	2,604	70	2,674	2,577	93	2,670
Departure	2,604	70	2,674	2,577	93	2,670
Total	5,208	140	5,348	5,154	186	5,340

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
4 Minnewawa Avenue/International Avenue						
NBL	314	3	317	101	2	103
NBT	196	6	202	212	4	216
NBR	0	0	0	1	0	1
SBL	0	0	0	0	0	0
SBT	245	2	247	231	7	238
SBR	6	0	6	3	0	3
EBL	1	0	1	4	0	4
EBT	0	0	0	0	0	0
EBR	100	1	101	53	3	56
WBL	0	0	0	0	0	0
WBT	1	0	1	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	251	2	253	234	7	241
Departure	197	6	203	216	4	220
Total	448	8	456	450	11	461
South Leg						
Approach	510	9	519	314	6	320
Departure	345	3	348	284	10	294
Total	855	12	867	598	16	614
East Leg						
Approach	1	0	1	0	0	0
Departure	0	0	0	1	0	1
Total	1	0	1	1	0	1
West Leg						
Approach	101	1	102	57	3	60
Departure	321	3	324	104	2	106
Total	422	4	426	161	5	166
Total Approaches						
Approach	863	12	875	605	16	621
Departure	863	12	875	605	16	621
Total	1,726	24	1,750	1,210	32	1,242

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
5 Minnewawa Avenue/Behymer Avenue						
NBL	41	0	41	46	0	46
NBT	212	0	212	205	0	205
NBR	8	0	8	6	0	6
SBL	123	3	126	95	10	105
SBT	225	0	225	190	0	190
SBR	3	0	3	2	0	2
EBL	3	0	3	3	0	3
EBT	114	5	119	69	17	86
EBR	44	0	44	30	0	30
WBL	12	0	12	6	0	6
WBT	145	15	160	86	10	96
WBR	297	9	306	99	6	105
North Leg						
Approach	351	3	354	287	10	297
Departure	512	9	521	307	6	313
Total	863	12	875	594	16	610
South Leg						
Approach	261	0	261	257	0	257
Departure	281	0	281	226	0	226
Total	542	0	542	483	0	483
East Leg						
Approach	454	24	478	191	16	207
Departure	245	8	253	170	27	197
Total	699	32	731	361	43	404
West Leg						
Approach	161	5	166	102	17	119
Departure	189	15	204	134	10	144
Total	350	20	370	236	27	263
Total Approaches						
Approach	1,227	32	1,259	837	43	880
Departure	1,227	32	1,259	837	43	880
Total	2,454	64	2,518	1,674	86	1,760

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
6 Minnewawa Avenue/Shepherd Avenue						
NBL	127	0	127	104	0	104
NBT	150	0	150	152	0	152
NBR	41	8	49	26	28	54
SBL	103	0	103	76	0	76
SBT	159	0	159	142	0	142
SBR	29	0	29	13	0	13
EBL	33	0	33	20	0	20
EBT	339	19	358	390	63	453
EBR	152	0	152	81	0	81
WBL	44	25	69	19	17	36
WBT	291	55	346	342	37	379
WBR	91	0	91	85	0	85
North Leg						
Approach	291	0	291	231	0	231
Departure	274	0	274	257	0	257
Total	565	0	565	488	0	488
South Leg						
Approach	318	8	326	282	28	310
Departure	355	25	380	242	17	259
Total	673	33	706	524	45	569
East Leg						
Approach	426	80	506	446	54	500
Departure	483	27	510	492	91	583
Total	909	107	1,016	938	145	1,083
West Leg						
Approach	524	19	543	491	63	554
Departure	447	55	502	459	37	496
Total	971	74	1,045	950	100	1,050
Total Approaches						
Approach	1,559	107	1,666	1,450	145	1,595
Departure	1,559	107	1,666	1,450	145	1,595
Total	3,118	214	3,332	2,900	290	3,190

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
7 Clovis Avenue/Behymer Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	245	8	253	170	28	198
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	454	25	479	191	17	208
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	454	25	479	191	17	208
Departure	245	8	253	170	28	198
Total	699	33	732	361	45	406
West Leg						
Approach	245	8	253	170	28	198
Departure	454	25	479	191	17	208
Total	699	33	732	361	45	406
Total Approaches						
Approach	699	33	732	361	45	406
Departure	699	33	732	361	45	406
Total	1,398	66	1,464	722	90	812

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
8 Clovis Avenue/Baron Avenue						
NBL	83	0	83	30	0	30
NBT	3	0	3	0	0	0
NBR	0	96	96	0	317	317
SBL	0	0	0	0	0	0
SBT	3	0	3	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	279	279	0	188	188
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	3	0	3	0	0	0
Departure	3	0	3	0	0	0
Total	6	0	6	0	0	0
South Leg						
Approach	86	96	182	30	317	347
Departure	3	279	282	0	188	188
Total	89	375	464	30	505	535
East Leg						
Approach	0	279	279	0	188	188
Departure	0	96	96	0	317	317
Total	0	375	375	0	505	505
West Leg						
Approach	0	0	0	0	0	0
Departure	83	0	83	30	0	30
Total	83	0	83	30	0	30
Total Approaches						
Approach	89	375	464	30	505	535
Departure	89	375	464	30	505	535
Total	178	750	928	60	1,010	1,070

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
9 Clovis Avenue/Shepherd Avenue						
NBL	80	0	80	140	0	140
NBT	59	55	114	44	181	225
NBR	86	0	86	70	0	70
SBL	19	40	59	10	27	37
SBT	71	160	231	24	108	132
SBR	67	80	147	26	54	80
EBL	32	28	60	32	90	122
EBT	337	0	337	343	0	343
EBR	118	0	118	103	0	103
WBL	109	0	109	77	0	77
WBT	294	0	294	304	0	304
WBR	48	14	62	7	45	52
North Leg						
Approach	157	280	437	60	189	249
Departure	139	97	236	83	316	399
Total	296	377	673	143	505	648
South Leg						
Approach	225	55	280	254	181	435
Departure	298	160	458	204	108	312
Total	523	215	738	458	289	747
East Leg						
Approach	451	14	465	388	45	433
Departure	442	40	482	423	27	450
Total	893	54	947	811	72	883
West Leg						
Approach	487	28	515	478	90	568
Departure	441	80	521	470	54	524
Total	928	108	1,036	948	144	1,092
Total Approaches						
Approach	1,320	377	1,697	1,180	505	1,685
Departure	1,320	377	1,697	1,180	505	1,685
Total	2,640	754	3,394	2,360	1,010	3,370

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
10 Clovis Avenue/Teague Avenue						
NBL	263	0	263	156	0	156
NBT	209	51	260	290	167	457
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	273	147	420	223	99	322
SBR	183	12	195	60	8	68
EBL	73	4	77	67	14	81
EBT	0	0	0	0	0	0
EBR	222	0	222	87	0	87
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	456	159	615	283	107	390
Departure	282	55	337	357	181	538
Total	738	214	952	640	288	928
South Leg						
Approach	472	51	523	446	167	613
Departure	495	147	642	310	99	409
Total	967	198	1,165	756	266	1,022
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	295	4	299	154	14	168
Departure	446	12	458	216	8	224
Total	741	16	757	370	22	392
Total Approaches						
Approach	1,223	214	1,437	883	288	1,171
Departure	1,223	214	1,437	883	288	1,171
Total	2,446	428	2,874	1,766	576	2,342

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
11 Clovis Avenue/Nees Avenue						
NBL	70	0	70	124	0	124
NBT	294	41	335	400	136	536
NBR	20	0	20	46	0	46
SBL	70	0	70	43	0	43
SBT	416	120	536	253	81	334
SBR	42	28	70	27	19	46
EBL	30	10	40	22	31	53
EBT	306	0	306	415	0	415
EBR	194	0	194	249	0	249
WBL	35	0	35	22	0	22
WBT	363	0	363	385	0	385
WBR	180	0	180	74	0	74
North Leg						
Approach	528	148	676	323	100	423
Departure	504	51	555	496	167	663
Total	1,032	199	1,231	819	267	1,086
South Leg						
Approach	384	41	425	570	136	706
Departure	645	120	765	524	81	605
Total	1,029	161	1,190	1,094	217	1,311
East Leg						
Approach	578	0	578	481	0	481
Departure	396	0	396	504	0	504
Total	974	0	974	985	0	985
West Leg						
Approach	530	10	540	686	31	717
Departure	475	28	503	536	19	555
Total	1,005	38	1,043	1,222	50	1,272
Total Approaches						
Approach	2,020	199	2,219	2,060	267	2,327
Departure	2,020	199	2,219	2,060	267	2,327
Total	4,040	398	4,438	4,120	534	4,654

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
12 Clovis Avenue/Alluvial Avenue						
NBL	127	0	127	146	0	146
NBT	282	39	321	558	129	687
NBR	61	0	61	67	0	67
SBL	126	0	126	77	0	77
SBT	576	114	690	454	77	531
SBR	34	6	40	13	4	17
EBL	13	2	15	15	7	22
EBT	269	0	269	342	0	342
EBR	153	0	153	175	0	175
WBL	44	0	44	36	0	36
WBT	407	0	407	302	0	302
WBR	89	0	89	77	0	77
North Leg						
Approach	736	120	856	544	81	625
Departure	384	41	425	650	136	786
Total	1,120	161	1,281	1,194	217	1,411
South Leg						
Approach	470	39	509	771	129	900
Departure	773	114	887	665	77	742
Total	1,243	153	1,396	1,436	206	1,642
East Leg						
Approach	540	0	540	415	0	415
Departure	456	0	456	486	0	486
Total	996	0	996	901	0	901
West Leg						
Approach	435	2	437	532	7	539
Departure	568	6	574	461	4	465
Total	1,003	8	1,011	993	11	1,004
Total Approaches						
Approach	2,181	161	2,342	2,262	217	2,479
Departure	2,181	161	2,342	2,262	217	2,479
Total	4,362	322	4,684	4,524	434	4,958

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
13 State Route 168 Westbound Ramps/Herndon Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	66	0	66	66	0	66
SBT	0	0	0	0	0	0
SBR	729	0	729	342	0	342
EBL	0	0	0	0	0	0
EBT	957	2	959	1,653	7	1,660
EBR	491	0	491	529	0	529
WBL	0	0	0	0	0	0
WBT	1,454	6	1,460	1,451	4	1,455
WBR	576	74	650	540	50	590
North Leg						
Approach	795	0	795	408	0	408
Departure	576	74	650	540	50	590
Total	1,371	74	1,445	948	50	998
South Leg						
Approach	0	0	0	0	0	0
Departure	491	0	491	529	0	529
Total	491	0	491	529	0	529
East Leg						
Approach	2,030	80	2,110	1,991	54	2,045
Departure	1,023	2	1,025	1,719	7	1,726
Total	3,053	82	3,135	3,710	61	3,771
West Leg						
Approach	1,448	2	1,450	2,182	7	2,189
Departure	2,183	6	2,189	1,793	4	1,797
Total	3,631	8	3,639	3,975	11	3,986
Total Approaches						
Approach	4,273	82	4,355	4,581	61	4,642
Departure	4,273	82	4,355	4,581	61	4,642
Total	8,546	164	8,710	9,162	122	9,284

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
14 State Route 168 Eastbound Ramps/Herndon Avenue						
NBL	454	0	454	497	0	497
NBT	0	0	0	0	0	0
NBR	479	25	504	677	84	761
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	810	2	812	1,359	7	1,366
EBR	213	0	213	360	0	360
WBL	0	0	0	0	0	0
WBT	1,576	80	1,656	1,494	54	1,548
WBR	79	0	79	184	0	184
North Leg						
Approach	0	0	0	0	0	0
Departure	79	0	79	184	0	184
Total	79	0	79	184	0	184
South Leg						
Approach	933	25	958	1,174	84	1,258
Departure	213	0	213	360	0	360
Total	1,146	25	1,171	1,534	84	1,618
East Leg						
Approach	1,655	80	1,735	1,678	54	1,732
Departure	1,289	27	1,316	2,036	91	2,127
Total	2,944	107	3,051	3,714	145	3,859
West Leg						
Approach	1,023	2	1,025	1,719	7	1,726
Departure	2,030	80	2,110	1,991	54	2,045
Total	3,053	82	3,135	3,710	61	3,771
Total Approaches						
Approach	3,611	107	3,718	4,571	145	4,716
Departure	3,611	107	3,718	4,571	145	4,716
Total	7,222	214	7,436	9,142	290	9,432

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
15 Clovis Avenue/Herndon Avenue						
NBL	232	0	232	350	0	350
NBT	255	8	263	402	28	430
NBR	120	0	120	276	0	276
SBL	161	9	170	271	6	277
SBT	283	25	308	262	17	279
SBR	402	80	482	266	54	320
EBL	243	28	271	366	90	456
EBT	832	0	832	1,368	0	1,368
EBR	214	0	214	302	0	302
WBL	148	0	148	316	0	316
WBT	1,021	0	1,021	1,062	0	1,062
WBR	157	3	160	132	10	142
North Leg						
Approach	846	114	960	799	77	876
Departure	655	39	694	900	128	1,028
Total	1,501	153	1,654	1,699	205	1,904
South Leg						
Approach	607	8	615	1,028	28	1,056
Departure	645	25	670	880	17	897
Total	1,252	33	1,285	1,908	45	1,953
East Leg						
Approach	1,326	3	1,329	1,510	10	1,520
Departure	1,113	9	1,122	1,915	6	1,921
Total	2,439	12	2,451	3,425	16	3,441
West Leg						
Approach	1,289	28	1,317	2,036	90	2,126
Departure	1,655	80	1,735	1,678	54	1,732
Total	2,944	108	3,052	3,714	144	3,858
Total Approaches						
Approach	4,068	153	4,221	5,373	205	5,578
Departure	4,068	153	4,221	5,373	205	5,578
Total	8,136	306	8,442	10,746	410	11,156

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
16 Baron Avenue/Behymer Avenue						
NBL	0	25	25	0	17	17
NBT	0	0	0	0	0	0
NBR	0	3	3	0	2	2
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	245	0	245	170	0	170
EBR	0	8	8	0	28	28
WBL	2	1	3	0	3	3
WBT	454	0	454	191	0	191
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	28	28	0	19	19
Departure	2	9	11	0	31	31
Total	2	37	39	0	50	50
East Leg						
Approach	456	1	457	191	3	194
Departure	245	3	248	170	2	172
Total	701	4	705	361	5	366
West Leg						
Approach	245	8	253	170	28	198
Departure	454	25	479	191	17	208
Total	699	33	732	361	45	406
Total Approaches						
Approach	701	37	738	361	50	411
Departure	701	37	738	361	50	411
Total	1,402	74	1,476	722	100	822

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
17 Baron Avenue/Perrin Avenue						
NBL	0	36	36	0	118	118
NBT	0	60	60	0	198	198
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	175	175	0	118	118
SBR	0	3	3	0	10	10
EBL	0	9	9	0	6	6
EBT	0	0	0	0	0	0
EBR	0	104	104	0	70	70
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	0	178	178	0	128	128
Departure	0	69	69	0	204	204
Total	0	247	247	0	332	332
South Leg						
Approach	0	96	96	0	316	316
Departure	0	279	279	0	188	188
Total	0	375	375	0	504	504
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	113	113	0	76	76
Departure	0	39	39	0	128	128
Total	0	152	152	0	204	204
Total Approaches						
Approach	0	387	387	0	520	520
Departure	0	387	387	0	520	520
Total	0	774	774	0	1,040	1,040

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
18 Sunnyside Avenue/Shepherd Avenue						
NBL	54	3	57	80	10	90
NBT	11	0	11	11	0	11
NBR	27	0	27	31	0	31
SBL	2	0	2	4	0	4
SBT	14	0	14	13	0	13
SBR	9	0	9	9	0	9
EBL	8	0	8	9	0	9
EBT	325	31	356	342	21	363
EBR	106	9	115	70	6	76
WBL	31	0	31	29	0	29
WBT	371	11	382	296	35	331
WBR	3	0	3	6	0	6
North Leg						
Approach	25	0	25	26	0	26
Departure	22	0	22	26	0	26
Total	47	0	47	52	0	52
South Leg						
Approach	92	3	95	122	10	132
Departure	151	9	160	112	6	118
Total	243	12	255	234	16	250
East Leg						
Approach	405	11	416	331	35	366
Departure	354	31	385	377	21	398
Total	759	42	801	708	56	764
West Leg						
Approach	439	40	479	421	27	448
Departure	434	14	448	385	45	430
Total	873	54	927	806	72	878
Total Approaches						
Approach	961	54	1,015	900	72	972
Departure	961	54	1,015	900	72	972
Total	1,922	108	2,030	1,800	144	1,944

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
19 Fowler Avenue/Shepherd Avenue						
NBL	141	4	145	109	14	123
NBT	92	0	92	119	0	119
NBR	34	0	34	73	0	73
SBL	185	0	185	110	0	110
SBT	125	0	125	112	0	112
SBR	18	0	18	14	0	14
EBL	20	0	20	23	0	23
EBT	281	18	299	276	12	288
EBR	51	12	63	75	8	83
WBL	36	0	36	47	0	47
WBT	279	6	285	240	21	261
WBR	370	0	370	128	0	128
North Leg						
Approach	328	0	328	236	0	236
Departure	482	0	482	270	0	270
Total	810	0	810	506	0	506
South Leg						
Approach	267	4	271	301	14	315
Departure	212	12	224	234	8	242
Total	479	16	495	535	22	557
East Leg						
Approach	685	6	691	415	21	436
Departure	500	18	518	459	12	471
Total	1,185	24	1,209	874	33	907
West Leg						
Approach	352	30	382	374	20	394
Departure	438	10	448	363	35	398
Total	790	40	830	737	55	792
Total Approaches						
Approach	1,632	40	1,672	1,326	55	1,381
Departure	1,632	40	1,672	1,326	55	1,381
Total	3,264	80	3,344	2,652	110	2,762

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
20 Hammel Avenue/Project Driveway 1						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	3	3	0	10	10
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	9	9	0	6	6
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	3	3	0	10	10
Departure	0	9	9	0	6	6
Total	0	12	12	0	16	16
East Leg						
Approach	0	9	9	0	6	6
Departure	0	3	3	0	10	10
Total	0	12	12	0	16	16
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	0	12	12	0	16	16
Departure	0	12	12	0	16	16
Total	0	24	24	0	32	32

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
21 Hammel Avenue/Project Driveway 2						
NBL	0	0	0	0	0	0
NBT	0	3	3	0	10	10
NBR	0	11	11	0	35	35
SBL	0	0	0	0	0	0
SBT	0	9	9	0	6	6
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	31	31	0	21	21
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	0	9	9	0	6	6
Departure	0	3	3	0	10	10
Total	0	12	12	0	16	16
South Leg						
Approach	0	14	14	0	45	45
Departure	0	40	40	0	27	27
Total	0	54	54	0	72	72
East Leg						
Approach	0	31	31	0	21	21
Departure	0	11	11	0	35	35
Total	0	42	42	0	56	56
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	0	54	54	0	72	72
Departure	0	54	54	0	72	72
Total	0	108	108	0	144	144

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
22 Project Driveway 3/Perrin Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	74	74	0	50	50
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	40	40	0	27	27
EBR	0	0	0	0	0	0
WBL	0	25	25	0	84	84
WBT	0	14	14	0	45	45
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	74	74	0	50	50
Departure	0	25	25	0	84	84
Total	0	99	99	0	134	134
East Leg						
Approach	0	39	39	0	129	129
Departure	0	114	114	0	77	77
Total	0	153	153	0	206	206
West Leg						
Approach	0	40	40	0	27	27
Departure	0	14	14	0	45	45
Total	0	54	54	0	72	72
Total Approaches						
Approach	0	153	153	0	206	206
Departure	0	153	153	0	206	206
Total	0	306	306	0	412	412

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
23 Baron Avenue/Project Driveway 4						
NBL	0	19	19	0	63	63
NBT	0	21	21	0	14	14
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	2	7	9	0	24	24
SBR	0	2	2	0	7	7
EBL	0	6	6	0	4	4
EBT	0	0	0	0	0	0
EBR	0	55	55	0	37	37
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	2	9	11	0	31	31
Departure	0	27	27	0	18	18
Total	2	36	38	0	49	49
South Leg						
Approach	0	40	40	0	77	77
Departure	2	62	64	0	61	61
Total	2	102	104	0	138	138
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	61	61	0	41	41
Departure	0	21	21	0	70	70
Total	0	82	82	0	111	111
Total Approaches						
Approach	2	110	112	0	149	149
Departure	2	110	112	0	149	149
Total	4	220	224	0	298	298

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
24 Baron Avenue/Project Driveway 5						
NBL	0	20	20	0	66	66
NBT	0	34	34	0	73	73
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	60	60	0	54	54
SBR	0	2	2	0	7	7
EBL	0	6	6	0	4	4
EBT	0	0	0	0	0	0
EBR	0	58	58	0	39	39
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	0	62	62	0	61	61
Departure	0	40	40	0	77	77
Total	0	102	102	0	138	138
South Leg						
Approach	0	54	54	0	139	139
Departure	0	118	118	0	93	93
Total	0	172	172	0	232	232
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	64	64	0	43	43
Departure	0	22	22	0	73	73
Total	0	86	86	0	116	116
Total Approaches						
Approach	0	180	180	0	243	243
Departure	0	180	180	0	243	243
Total	0	360	360	0	486	486

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing (2022) Volumes	Project Trips	Existing Plus Project
25 Baron Avenue/Project Driveway 6						
NBL	0	21	21	0	70	70
NBT	0	48	48	0	135	135
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	117	117	0	87	87
SBR	0	2	2	0	7	7
EBL	0	6	6	0	4	4
EBT	0	0	0	0	0	0
EBR	0	61	61	0	41	41
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	0	119	119	0	94	94
Departure	0	54	54	0	139	139
Total	0	173	173	0	233	233
South Leg						
Approach	0	69	69	0	205	205
Departure	0	178	178	0	128	128
Total	0	247	247	0	333	333
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	67	67	0	45	45
Departure	0	23	23	0	77	77
Total	0	90	90	0	122	122
Total Approaches						
Approach	0	255	255	0	344	344
Departure	0	255	255	0	344	344
Total	0	510	510	0	688	688

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour						
	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	
	Without Project	Project Trips	North Trips	Without Project	Trips	Plus Project	Without Project	Project Trips	North Trips	Without Project	Trips	Plus Project	
1 Willow Avenue/International Avenue							1 Willow Avenue/International Avenue						
NBL	349	55	16	420	15	435	NBL	111	37	11	159	10	169
NBT	293	111	16	420	12	432	NBT	366	212	11	589	8	597
NBR	14	3	0	17	0	17	NBR	12	12	0	24	0	24
SBL	62	0	0	62	0	62	SBL	19	0	0	19	0	19
SBT	430	147	5	582	4	586	SBT	252	184	18	454	14	468
SBR	86	0	0	86	0	86	SBR	11	0	0	11	0	11
EBL	22	0	0	22	0	22	EBL	9	0	0	9	0	9
EBT	70	1	0	71	0	71	EBT	37	3	0	40	0	40
EBR	193	21	5	219	5	224	EBR	93	60	18	171	17	188
WBL	14	5	0	19	0	19	WBL	5	11	0	16	0	16
WBT	267	3	0	270	0	270	WBT	62	2	0	64	0	64
WBR	53	0	0	53	0	53	WBR	29	0	0	29	0	29
North Leg							North Leg						
Approach	578	147	5	730	4	734	Approach	282	184	18	484	14	498
Departure	368	111	16	495	12	507	Departure	404	212	11	627	8	635
Total	946	258	21	1,225	16	1,241	Total	686	396	29	1,111	22	1,133
South Leg							South Leg						
Approach	656	169	32	857	27	884	Approach	489	261	22	772	18	790
Departure	637	173	10	820	9	829	Departure	350	255	36	641	31	672
Total	1,293	342	42	1,677	36	1,713	Total	839	516	58	1,413	49	1,462
East Leg							East Leg						
Approach	334	8	0	342	0	342	Approach	96	13	0	109	0	109
Departure	146	4	0	150	0	150	Departure	68	15	0	83	0	83
Total	480	12	0	492	0	492	Total	164	28	0	192	0	192
West Leg							West Leg						
Approach	285	22	5	312	5	317	Approach	139	63	18	220	17	237
Departure	702	58	16	776	15	791	Departure	184	39	11	234	10	244
Total	987	80	21	1,088	20	1,108	Total	323	102	29	454	27	481
Total Approaches							Total Approaches						
Approach	1,853	346	42	2,241	36	2,277	Approach	1,006	521	58	1,585	49	1,634
Departure	1,853	346	42	2,241	36	2,277	Departure	1,006	521	58	1,585	49	1,634
Total	3,706	692	84	4,482	72	4,554	Total	2,012	1,042	116	3,170	98	3,268

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour						
	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	
	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project	
2 Willow Avenue/Behymer Avenue							2 Willow Avenue/Behymer Avenue						
NBL	84	46	0	130	0	130	NBL	120	50	0	170	0	170
NBT	552	176	32	760	15	775	NBT	451	267	21	739	10	749
NBR	16	3	0	19	0	19	NBR	24	12	0	36	0	36
SBL	44	0	1	45	4	49	SBL	37	0	4	41	14	55
SBT	576	178	11	765	5	770	SBT	354	263	36	653	17	670
SBR	74	1	0	75	0	75	SBR	10	2	0	12	0	12
EBL	67	2	0	69	0	69	EBL	11	1	0	12	0	12
EBT	125	7	0	132	1	133	EBT	45	9	0	54	3	57
EBR	203	35	0	238	0	238	EBR	81	47	0	128	0	128
WBL	16	5	0	21	0	21	WBL	31	11	0	42	0	42
WBT	128	7	0	135	3	138	WBT	89	9	0	98	2	100
WBR	43	0	3	46	12	58	WBR	18	0	2	20	8	28
North Leg							North Leg						
Approach	694	179	12	885	9	894	Approach	401	265	40	706	31	737
Departure	662	178	35	875	27	902	Departure	480	268	23	771	18	789
Total	1,356	357	47	1,760	36	1,796	Total	881	533	63	1,477	49	1,526
South Leg							South Leg						
Approach	652	225	32	909	15	924	Approach	595	329	21	945	10	955
Departure	795	218	11	1,024	5	1,029	Departure	466	321	36	823	17	840
Total	1,447	443	43	1,933	20	1,953	Total	1,061	650	57	1,768	27	1,795
East Leg							East Leg						
Approach	187	12	3	202	15	217	Approach	138	20	2	160	10	170
Departure	185	10	1	196	5	201	Departure	106	21	4	131	17	148
Total	372	22	4	398	20	418	Total	244	41	6	291	27	318
West Leg							West Leg						
Approach	395	44	0	439	1	440	Approach	137	57	0	194	3	197
Departure	286	54	0	340	3	343	Departure	219	61	0	280	2	282
Total	681	98	0	779	4	783	Total	356	118	0	474	5	479
Total Approaches							Total Approaches						
Approach	1,928	460	47	2,435	40	2,475	Approach	1,271	671	63	2,005	54	2,059
Departure	1,928	460	47	2,435	40	2,475	Departure	1,271	671	63	2,005	54	2,059
Total	3,856	920	94	4,870	80	4,950	Total	2,542	1,342	126	4,010	108	4,118

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour						
	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	
	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project	
3 Willow Avenue/Shepherd Avenue							3 Willow Avenue/Shepherd Avenue						
NBL	160	25	0	185	0	185	NBL	243	36	0	279	0	279
NBT	587	285	0	872	0	872	NBT	657	725	0	1,382	0	1,382
NBR	49	161	2	212	1	213	NBR	89	373	7	469	3	472
SBL	161	74	11	246	5	251	SBL	127	150	36	313	17	330
SBT	740	530	0	1,270	0	1,270	SBT	464	537	0	1,001	0	1,001
SBR	50	151	0	201	0	201	SBR	31	166	0	197	0	197
EBL	29	78	0	107	0	107	EBL	36	216	0	252	0	252
EBT	243	138	13	394	12	406	EBT	323	285	43	651	38	689
EBR	145	5	0	150	0	150	EBR	113	10	0	123	0	123
WBL	44	244	6	294	3	297	WBL	34	300	4	338	2	340
WBT	298	248	38	584	34	618	WBT	315	231	25	571	23	594
WBR	98	99	32	229	15	244	WBR	145	128	21	294	10	304
North Leg							North Leg						
Approach	951	755	11	1,717	5	1,722	Approach	622	853	36	1,511	17	1,528
Departure	714	462	32	1,208	15	1,223	Departure	838	1,069	21	1,928	10	1,938
Total	1,665	1,217	43	2,925	20	2,945	Total	1,460	1,922	57	3,439	27	3,466
South Leg							South Leg						
Approach	796	471	2	1,269	1	1,270	Approach	989	1,134	7	2,130	3	2,133
Departure	929	779	6	1,714	3	1,717	Departure	611	847	4	1,462	2	1,464
Total	1,725	1,250	8	2,983	4	2,987	Total	1,600	1,981	11	3,592	5	3,597
East Leg							East Leg						
Approach	440	591	76	1,107	52	1,159	Approach	494	659	50	1,203	35	1,238
Departure	453	373	26	852	18	870	Departure	539	808	86	1,433	58	1,491
Total	893	964	102	1,959	70	2,029	Total	1,033	1,467	136	2,636	93	2,729
West Leg							West Leg						
Approach	417	221	13	651	12	663	Approach	472	511	43	1,026	38	1,064
Departure	508	424	38	970	34	1,004	Departure	589	433	25	1,047	23	1,070
Total	925	645	51	1,621	46	1,667	Total	1,061	944	68	2,073	61	2,134
Total Approaches							Total Approaches						
Approach	2,604	2,038	102	4,744	70	4,814	Approach	2,577	3,157	136	5,870	93	5,963
Departure	2,604	2,038	102	4,744	70	4,814	Departure	2,577	3,157	136	5,870	93	5,963
Total	5,208	4,076	204	9,488	140	9,628	Total	5,154	6,314	272	11,740	186	11,926

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour						
	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	
	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project	
4 Minnewawa Avenue/International Avenue							4 Minnewawa Avenue/International Avenue						
NBL	314	3	0	317	3	320	NBL	101	2	0	103	2	105
NBT	196	17	0	213	6	219	NBT	212	21	0	233	4	237
NBR	0	0	0	0	0	0	NBR	1	0	0	1	0	1
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	245	14	0	259	2	261	SBT	231	22	0	253	7	260
SBR	6	0	0	6	0	6	SBR	3	0	0	3	0	3
EBL	1	0	0	1	0	1	EBL	4	0	0	4	0	4
EBT	0	2	0	2	0	2	EBT	0	2	0	2	0	2
EBR	100	1	0	101	1	102	EBR	53	3	0	56	3	59
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0	0
WBT	1	1	0	2	0	2	WBT	0	2	0	2	0	2
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	0
North Leg							North Leg						
Approach	251	14	0	265	2	267	Approach	234	22	0	256	7	263
Departure	197	17	0	214	6	220	Departure	216	21	0	237	4	241
Total	448	31	0	479	8	487	Total	450	43	0	493	11	504
South Leg							South Leg						
Approach	510	20	0	530	9	539	Approach	314	23	0	337	6	343
Departure	345	15	0	360	3	363	Departure	284	25	0	309	10	319
Total	855	35	0	890	12	902	Total	598	48	0	646	16	662
East Leg							East Leg						
Approach	1	1	0	2	0	2	Approach	0	2	0	2	0	2
Departure	0	2	0	2	0	2	Departure	1	2	0	3	0	3
Total	1	3	0	4	0	4	Total	1	4	0	5	0	5
West Leg							West Leg						
Approach	101	3	0	104	1	105	Approach	57	5	0	62	3	65
Departure	321	4	0	325	3	328	Departure	104	4	0	108	2	110
Total	422	7	0	429	4	433	Total	161	9	0	170	5	175
Total Approaches							Total Approaches						
Approach	863	38	0	901	12	913	Approach	605	52	0	657	16	673
Departure	863	38	0	901	12	913	Departure	605	52	0	657	16	673
Total	1,726	76	0	1,802	24	1,826	Total	1,210	104	0	1,314	32	1,346

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)		Near-Term (2026)		Existing (2022)	Cumulative	Shepherd	Near-Term (2026)		Near-Term (2026)
	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project		Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project
5 Minnewawa Avenue/Behymer Avenue							5 Minnewawa Avenue/Behymer Avenue						
NBL	41	4	0	45	0	45	NBL	46	3	0	49	0	49
NBT	212	44	0	256	0	256	NBT	205	38	0	243	0	243
NBR	8	3	0	11	0	11	NBR	6	12	0	18	0	18
SBL	123	0	0	123	3	126	SBL	95	0	0	95	10	105
SBT	225	25	0	250	0	250	SBT	190	49	0	239	0	239
SBR	3	0	0	3	0	3	SBR	2	0	0	2	0	2
EBL	3	0	0	3	0	3	EBL	3	0	0	3	0	3
EBT	114	6	1	121	5	126	EBT	69	6	4	79	17	96
EBR	44	2	0	46	0	46	EBR	30	4	0	34	0	34
WBL	12	5	0	17	0	17	WBL	6	11	0	17	0	17
WBT	145	4	3	152	15	167	WBT	86	7	2	95	10	105
WBR	297	0	0	297	9	306	WBR	99	0	0	99	6	105
North Leg							North Leg						
Approach	351	25	0	376	3	379	Approach	287	49	0	336	10	346
Departure	512	44	0	556	9	565	Departure	307	38	0	345	6	351
Total	863	69	0	932	12	944	Total	594	87	0	681	16	697
South Leg							South Leg						
Approach	261	51	0	312	0	312	Approach	257	53	0	310	0	310
Departure	281	32	0	313	0	313	Departure	226	64	0	290	0	290
Total	542	83	0	625	0	625	Total	483	117	0	600	0	600
East Leg							East Leg						
Approach	454	9	3	466	24	490	Approach	191	18	2	211	16	227
Departure	245	9	1	255	8	263	Departure	170	18	4	192	27	219
Total	699	18	4	721	32	753	Total	361	36	6	403	43	446
West Leg							West Leg						
Approach	161	8	1	170	5	175	Approach	102	10	4	116	17	133
Departure	189	8	3	200	15	215	Departure	134	10	2	146	10	156
Total	350	16	4	370	20	390	Total	236	20	6	262	27	289
Total Approaches							Total Approaches						
Approach	1,227	93	4	1,324	32	1,356	Approach	837	130	6	973	43	1,016
Departure	1,227	93	4	1,324	32	1,356	Departure	837	130	6	973	43	1,016
Total	2,454	186	8	2,648	64	2,712	Total	1,674	260	12	1,946	86	2,032

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)		Near-Term (2026)		Existing (2022)	Cumulative	Shepherd	Near-Term (2026)		Near-Term (2026)
	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project		Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project
6 Minnewawa Avenue/Shepherd Avenue							6 Minnewawa Avenue/Shepherd Avenue						
NBL	127	64	0	191	0	191	NBL	104	91	0	195	0	195
NBT	150	107	0	257	0	257	NBT	152	337	0	489	0	489
NBR	41	26	14	81	8	89	NBR	26	50	46	122	28	150
SBL	103	102	0	205	0	205	SBL	76	75	0	151	0	151
SBT	159	300	0	459	0	459	SBT	142	204	0	346	0	346
SBR	29	88	0	117	0	117	SBR	13	90	0	103	0	103
EBL	33	51	0	84	0	84	EBL	20	117	0	137	0	137
EBT	339	283	27	649	19	668	EBT	390	439	89	918	63	981
EBR	152	89	0	241	0	241	EBR	81	72	0	153	0	153
WBL	44	38	41	123	25	148	WBL	19	41	28	88	17	105
WBT	291	299	79	669	55	724	WBT	342	436	53	831	37	868
WBR	91	42	0	133	0	133	WBR	85	116	0	201	0	201
North Leg							North Leg						
Approach	291	490	0	781	0	781	Approach	231	369	0	600	0	600
Departure	274	200	0	474	0	474	Departure	257	570	0	827	0	827
Total	565	690	0	1,255	0	1,255	Total	488	939	0	1,427	0	1,427
South Leg							South Leg						
Approach	318	197	14	529	8	537	Approach	282	478	46	806	28	834
Departure	355	427	41	823	25	848	Departure	242	317	28	587	17	604
Total	673	624	55	1,352	33	1,385	Total	524	795	74	1,393	45	1,438
East Leg							East Leg						
Approach	426	379	120	925	80	1,005	Approach	446	593	81	1,120	54	1,174
Departure	483	411	41	935	27	962	Departure	492	564	135	1,191	91	1,282
Total	909	790	161	1,860	107	1,967	Total	938	1,157	216	2,311	145	2,456
West Leg							West Leg						
Approach	524	423	27	974	19	993	Approach	491	628	89	1,208	63	1,271
Departure	447	451	79	977	55	1,032	Departure	459	617	53	1,129	37	1,166
Total	971	874	106	1,951	74	2,025	Total	950	1,245	142	2,337	100	2,437
Total Approaches							Total Approaches						
Approach	1,559	1,489	161	3,209	107	3,316	Approach	1,450	2,068	216	3,734	145	3,879
Departure	1,559	1,489	161	3,209	107	3,316	Departure	1,450	2,068	216	3,734	145	3,879
Total	3,118	2,978	322	6,418	214	6,632	Total	2,900	4,136	432	7,468	290	7,758

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
7 Clovis Avenue/Behymer Avenue							7 Clovis Avenue/Behymer Avenue						
NBL	0	2	0	2	0	2	NBL	0	4	0	4	0	4
NBT	0	0	0	0	0	0	NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0	NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0	SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0	SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0	EBL	0	0	0	0	0	0
EBT	245	6	1	252	8	260	EBT	170	14	4	188	28	216
EBR	0	3	0	3	0	3	EBR	0	4	0	4	0	4
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0	0
WBT	454	7	3	464	25	489	WBT	191	14	2	207	17	224
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	0
North Leg							North Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0	Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0	0	0	0
South Leg							South Leg						
Approach	0	2	0	2	0	2	Approach	0	4	0	4	0	4
Departure	0	3	0	3	0	3	Departure	0	4	0	4	0	4
Total	0	5	0	5	0	5	Total	0	8	0	8	0	8
East Leg							East Leg						
Approach	454	7	3	464	25	489	Approach	191	14	2	207	17	224
Departure	245	6	1	252	8	260	Departure	170	14	4	188	28	216
Total	699	13	4	716	33	749	Total	361	28	6	395	45	440
West Leg							West Leg						
Approach	245	9	1	255	8	263	Approach	170	18	4	192	28	220
Departure	454	9	3	466	25	491	Departure	191	18	2	211	17	228
Total	699	18	4	721	33	754	Total	361	36	6	403	45	448
Total Approaches							Total Approaches						
Approach	699	18	4	721	33	754	Approach	361	36	6	403	45	448
Departure	699	18	4	721	33	754	Departure	361	36	6	403	45	448
Total	1,398	36	8	1,442	66	1,508	Total	722	72	12	806	90	896

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
8 Clovis Avenue/Baron Avenue							8 Clovis Avenue/Baron Avenue						
NBL	83	0	0	83	0	83	NBL	30	0	0	30	0	30
NBT	3	83	0	86	0	86	NBT	0	168	0	168	0	168
NBR	0	80	0	80	96	176	NBR	0	94	0	94	317	411
SBL	0	3	0	3	0	3	SBL	0	1	0	1	0	1
SBT	3	135	0	138	0	138	SBT	0	124	0	124	0	124
SBR	0	0	0	0	0	0	SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0	EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0	EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0	EBR	0	0	0	0	0	0
WBL	0	49	0	49	279	328	WBL	0	103	0	103	188	291
WBT	0	0	0	0	0	0	WBT	0	0	0	0	0	0
WBR	0	3	0	3	0	3	WBR	0	1	0	1	0	1
North Leg							North Leg						
Approach	3	138	0	141	0	141	Approach	0	125	0	125	0	125
Departure	3	86	0	89	0	89	Departure	0	169	0	169	0	169
Total	6	224	0	230	0	230	Total	0	294	0	294	0	294
South Leg							South Leg						
Approach	86	163	0	249	96	345	Approach	30	262	0	292	317	609
Departure	3	184	0	187	279	466	Departure	0	227	0	227	188	415
Total	89	347	0	436	375	811	Total	30	489	0	519	505	1,024
East Leg							East Leg						
Approach	0	52	0	52	279	331	Approach	0	104	0	104	188	292
Departure	0	83	0	83	96	179	Departure	0	95	0	95	317	412
Total	0	135	0	135	375	510	Total	0	199	0	199	505	704
West Leg							West Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	0
Departure	83	0	0	83	0	83	Departure	30	0	0	30	0	30
Total	83	0	0	83	0	83	Total	30	0	0	30	0	30
Total Approaches							Total Approaches						
Approach	89	353	0	442	375	817	Approach	30	491	0	521	505	1,026
Departure	89	353	0	442	375	817	Departure	30	491	0	521	505	1,026
Total	178	706	0	884	750	1,634	Total	60	982	0	1,042	1,010	2,052

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
9 Clovis Avenue/Shepherd Avenue							9 Clovis Avenue/Shepherd Avenue						
NBL	80	31	0	111	0	111	NBL	140	63	0	203	0	203
NBT	59	79	0	138	55	193	NBT	44	167	0	211	181	392
NBR	86	19	27	132	0	132	NBR	70	16	89	175	0	175
SBL	19	93	0	112	40	152	SBL	10	94	0	104	27	131
SBT	71	149	0	220	160	380	SBT	24	133	0	157	108	265
SBR	67	54	0	121	80	201	SBR	26	76	0	102	54	156
EBL	32	48	0	80	28	108	EBL	32	64	0	96	90	186
EBT	337	306	41	684	0	684	EBT	343	384	136	863	0	863
EBR	118	16	0	134	0	134	EBR	103	52	0	155	0	155
WBL	109	26	78	213	0	213	WBL	77	34	53	164	0	164
WBT	294	235	120	649	0	649	WBT	304	489	81	874	0	874
WBR	48	51	0	99	14	113	WBR	7	90	0	97	45	142
North Leg							North Leg						
Approach	157	296	0	453	280	733	Approach	60	303	0	363	189	552
Departure	139	178	0	317	97	414	Departure	83	321	0	404	316	720
Total	296	474	0	770	377	1,147	Total	143	624	0	767	505	1,272
South Leg							South Leg						
Approach	225	129	27	381	55	436	Approach	254	246	89	589	181	770
Departure	298	191	78	567	160	727	Departure	204	219	53	476	108	584
Total	523	320	105	948	215	1,163	Total	458	465	142	1,065	289	1,354
East Leg							East Leg						
Approach	451	312	198	961	14	975	Approach	388	613	134	1,135	45	1,180
Departure	442	418	68	928	40	968	Departure	423	494	225	1,142	27	1,169
Total	893	730	266	1,889	54	1,943	Total	811	1,107	359	2,277	72	2,349
West Leg							West Leg						
Approach	487	370	41	898	28	926	Approach	478	500	136	1,114	90	1,204
Departure	441	320	120	881	80	961	Departure	470	628	81	1,179	54	1,233
Total	928	690	161	1,779	108	1,887	Total	948	1,128	217	2,293	144	2,437
Total Approaches							Total Approaches						
Approach	1,320	1,107	266	2,693	377	3,070	Approach	1,180	1,662	359	3,201	505	3,706
Departure	1,320	1,107	266	2,693	377	3,070	Departure	1,180	1,662	359	3,201	505	3,706
Total	2,640	2,214	532	5,386	754	6,140	Total	2,360	3,324	718	6,402	1,010	7,412

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
10 Clovis Avenue/Teague Avenue							10 Clovis Avenue/Teague Avenue						
NBL	263	2	0	265	0	265	NBL	156	1	0	157	0	157
NBT	209	106	25	340	51	391	NBT	290	271	82	643	167	810
NBR	0	0	0	0	0	0	NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	273	224	72	569	147	716	SBT	223	174	49	446	99	545
SBR	183	1	6	190	12	202	SBR	60	2	4	66	8	74
EBL	73	2	2	77	4	81	EBL	67	2	7	76	14	90
EBT	0	0	0	0	0	0	EBT	0	0	0	0	0	0
EBR	222	1	0	223	0	223	EBR	87	2	0	89	0	89
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0	WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	0
North Leg							North Leg						
Approach	456	225	78	759	159	918	Approach	283	176	53	512	107	619
Departure	282	108	27	417	55	472	Departure	357	273	89	719	181	900
Total	738	333	105	1,176	214	1,390	Total	640	449	142	1,231	288	1,519
South Leg							South Leg						
Approach	472	108	25	605	51	656	Approach	446	272	82	800	167	967
Departure	495	225	72	792	147	939	Departure	310	176	49	535	99	634
Total	967	333	97	1,397	198	1,595	Total	756	448	131	1,335	266	1,601
East Leg							East Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0	Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0	0	0	0
West Leg							West Leg						
Approach	295	3	2	300	4	304	Approach	154	4	7	165	14	179
Departure	446	3	6	455	12	467	Departure	216	3	4	223	8	231
Total	741	6	8	755	16	771	Total	370	7	11	388	22	410
Total Approaches							Total Approaches						
Approach	1,223	336	105	1,664	214	1,878	Approach	883	452	142	1,477	288	1,765
Departure	1,223	336	105	1,664	214	1,878	Departure	883	452	142	1,477	288	1,765
Total	2,446	672	210	3,328	428	3,756	Total	1,766	904	284	2,954	576	3,530

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
11 Clovis Avenue/Nees Avenue							11 Clovis Avenue/Nees Avenue						
NBL	70	83	0	153	0	153	NBL	124	188	0	312	0	312
NBT	294	102	25	421	41	462	NBT	400	264	82	746	136	882
NBR	20	0	0	20	0	20	NBR	46	0	0	46	0	46
SBL	70	0	0	70	0	70	SBL	43	0	0	43	0	43
SBT	416	215	72	703	120	823	SBT	253	170	49	472	81	553
SBR	42	2	0	44	28	72	SBR	27	2	0	29	19	48
EBL	30	1	0	31	10	41	EBL	22	2	0	24	31	55
EBT	306	45	1	352	0	352	EBT	415	53	4	472	0	472
EBR	194	147	0	341	0	341	EBR	249	144	0	393	0	393
WBL	35	0	32	67	0	67	WBL	22	0	21	43	0	43
WBT	363	33	3	399	0	399	WBT	385	62	2	449	0	449
WBR	180	0	0	180	0	180	WBR	74	0	0	74	0	74
North Leg							North Leg						
Approach	528	217	72	817	148	965	Approach	323	172	49	544	100	644
Departure	504	103	25	632	51	683	Departure	496	266	82	844	167	1,011
Total	1,032	320	97	1,449	199	1,648	Total	819	438	131	1,388	267	1,655
South Leg							South Leg						
Approach	384	185	25	594	41	635	Approach	570	452	82	1,104	136	1,240
Departure	645	362	104	1,111	120	1,231	Departure	524	314	70	908	81	989
Total	1,029	547	129	1,705	161	1,866	Total	1,094	766	152	2,012	217	2,229
East Leg							East Leg						
Approach	578	33	35	646	0	646	Approach	481	62	23	566	0	566
Departure	396	45	1	442	0	442	Departure	504	53	4	561	0	561
Total	974	78	36	1,088	0	1,088	Total	985	115	27	1,127	0	1,127
West Leg							West Leg						
Approach	530	193	1	724	10	734	Approach	686	199	4	889	31	920
Departure	475	118	3	596	28	624	Departure	536	252	2	790	19	809
Total	1,005	311	4	1,320	38	1,358	Total	1,222	451	6	1,679	50	1,729
Total Approaches							Total Approaches						
Approach	2,020	628	133	2,781	199	2,980	Approach	2,060	885	158	3,103	267	3,370
Departure	2,020	628	133	2,781	199	2,980	Departure	2,060	885	158	3,103	267	3,370
Total	4,040	1,256	266	5,562	398	5,960	Total	4,120	1,770	316	6,206	534	6,740

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
12 Clovis Avenue/Alluvial Avenue							12 Clovis Avenue/Alluvial Avenue						
NBL	127	0	0	127	0	127	NBL	146	1	0	147	0	147
NBT	282	155	25	462	39	501	NBT	558	395	82	1,035	129	1,164
NBR	61	0	0	61	0	61	NBR	67	0	0	67	0	67
SBL	126	28	0	154	0	154	SBL	77	30	0	107	0	107
SBT	576	325	104	1,005	114	1,119	SBT	454	264	70	788	77	865
SBR	34	0	0	34	6	40	SBR	13	0	0	13	4	17
EBL	13	0	0	13	2	15	EBL	15	0	0	15	7	22
EBT	269	15	1	285	0	285	EBT	342	11	4	357	0	357
EBR	153	1	0	154	0	154	EBR	175	1	0	176	0	176
WBL	44	0	0	44	0	44	WBL	36	0	0	36	0	36
WBT	407	8	3	418	0	418	WBT	302	18	2	322	0	322
WBR	89	15	0	104	0	104	WBR	77	39	0	116	0	116
North Leg							North Leg						
Approach	736	353	104	1,193	120	1,313	Approach	544	294	70	908	81	989
Departure	384	170	25	579	41	620	Departure	650	434	82	1,166	136	1,302
Total	1,120	523	129	1,772	161	1,933	Total	1,194	728	152	2,074	217	2,291
South Leg							South Leg						
Approach	470	155	25	650	39	689	Approach	771	396	82	1,249	129	1,378
Departure	773	326	104	1,203	114	1,317	Departure	665	265	70	1,000	77	1,077
Total	1,243	481	129	1,853	153	2,006	Total	1,436	661	152	2,249	206	2,455
East Leg							East Leg						
Approach	540	23	3	566	0	566	Approach	415	57	2	474	0	474
Departure	456	43	1	500	0	500	Departure	486	41	4	531	0	531
Total	996	66	4	1,066	0	1,066	Total	901	98	6	1,005	0	1,005
West Leg							West Leg						
Approach	435	16	1	452	2	454	Approach	532	12	4	548	7	555
Departure	568	8	3	579	6	585	Departure	461	19	2	482	4	486
Total	1,003	24	4	1,031	8	1,039	Total	993	31	6	1,030	11	1,041
Total Approaches							Total Approaches						
Approach	2,181	547	133	2,861	161	3,022	Approach	2,262	759	158	3,179	217	3,396
Departure	2,181	547	133	2,861	161	3,022	Departure	2,262	759	158	3,179	217	3,396
Total	4,362	1,094	266	5,722	322	6,044	Total	4,524	1,518	316	6,358	434	6,792

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project
13 State Route 168 Westbound Ramps/Herndon Avenue							13 State Route 168 Westbound Ramps/Herndon Avenue					
NBL	0	0	0	0	0	0	NBL	0	0	0	0	0
NBT	0	0	0	0	0	0	NBT	0	0	0	0	0
NBR	0	0	0	0	0	0	NBR	0	0	0	0	0
SBL	66	7	0	73	0	73	SBL	66	7	0	73	73
SBT	0	0	0	0	0	0	SBT	0	0	0	0	0
SBR	729	0	0	729	0	729	SBR	342	0	0	342	342
EBL	0	0	0	0	0	0	EBL	0	0	0	0	0
EBT	957	88	2	1,047	2	1,049	EBT	1,653	88	7	1,748	1,755
EBR	491	20	0	511	0	511	EBR	529	16	0	545	545
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0
WBT	1,454	70	6	1,530	6	1,536	WBT	1,451	136	4	1,591	1,595
WBR	576	152	85	813	74	887	WBR	540	119	57	716	766
North Leg							North Leg					
Approach	795	7	0	802	0	802	Approach	408	7	0	415	415
Departure	576	152	85	813	74	887	Departure	540	119	57	716	766
Total	1,371	159	85	1,615	74	1,689	Total	948	126	57	1,131	1,181
South Leg							South Leg					
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0
Departure	491	20	0	511	0	511	Departure	529	16	0	545	545
Total	491	20	0	511	0	511	Total	529	16	0	545	545
East Leg							East Leg					
Approach	2,030	222	91	2,343	80	2,423	Approach	1,991	255	61	2,307	2,361
Departure	1,023	95	2	1,120	2	1,122	Departure	1,719	95	7	1,821	1,828
Total	3,053	317	93	3,463	82	3,545	Total	3,710	350	68	4,128	4,189
West Leg							West Leg					
Approach	1,448	108	2	1,558	2	1,560	Approach	2,182	104	7	2,293	2,300
Departure	2,183	70	6	2,259	6	2,265	Departure	1,793	136	4	1,933	1,937
Total	3,631	178	8	3,817	8	3,825	Total	3,975	240	11	4,226	4,237
Total Approaches							Total Approaches					
Approach	4,273	337	93	4,703	82	4,785	Approach	4,581	366	68	5,015	5,076
Departure	4,273	337	93	4,703	82	4,785	Departure	4,581	366	68	5,015	5,076
Total	8,546	674	186	9,406	164	9,570	Total	9,162	732	136	10,030	10,152

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour						
	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
14 State Route 168 Eastbound Ramps/Herndon Avenue							14 State Route 168 Eastbound Ramps/Herndon Avenue						
NBL	454	9	0	463	0	463	NBL	497	23	0	520	0	520
NBT	0	0	0	0	0	0	NBT	0	0	0	0	0	0
NBR	479	75	19	573	25	598	NBR	677	165	61	903	84	987
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0	SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0	SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0	EBL	0	0	0	0	0	0
EBT	810	85	2	897	2	899	EBT	1,359	89	7	1,455	7	1,462
EBR	213	10	0	223	0	223	EBR	360	7	0	367	0	367
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0	0
WBT	1,576	208	91	1,875	80	1,955	WBT	1,494	213	61	1,768	54	1,822
WBR	79	4	0	83	0	83	WBR	184	15	0	199	0	199
North Leg							North Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	0
Departure	79	4	0	83	0	83	Departure	184	15	0	199	0	199
Total	79	4	0	83	0	83	Total	184	15	0	199	0	199
South Leg							South Leg						
Approach	933	84	19	1,036	25	1,061	Approach	1,174	188	61	1,423	84	1,507
Departure	213	10	0	223	0	223	Departure	360	7	0	367	0	367
Total	1,146	94	19	1,259	25	1,284	Total	1,534	195	61	1,790	84	1,874
East Leg							East Leg						
Approach	1,655	212	91	1,958	80	2,038	Approach	1,678	228	61	1,967	54	2,021
Departure	1,289	160	21	1,470	27	1,497	Departure	2,036	254	68	2,358	91	2,449
Total	2,944	372	112	3,428	107	3,535	Total	3,714	482	129	4,325	145	4,470
West Leg							West Leg						
Approach	1,023	95	2	1,120	2	1,122	Approach	1,719	96	7	1,822	7	1,829
Departure	2,030	217	91	2,338	80	2,418	Departure	1,991	236	61	2,288	54	2,342
Total	3,053	312	93	3,458	82	3,540	Total	3,710	332	68	4,110	61	4,171
Total Approaches							Total Approaches						
Approach	3,611	391	112	4,114	107	4,221	Approach	4,571	512	129	5,212	145	5,357
Departure	3,611	391	112	4,114	107	4,221	Departure	4,571	512	129	5,212	145	5,357
Total	7,222	782	224	8,228	214	8,442	Total	9,142	1,024	258	10,424	290	10,714

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
15 Clovis Avenue/Herndon Avenue							15 Clovis Avenue/Herndon Avenue						
NBL	232	18	0	250	0	250	NBL	350	39	0	389	0	389
NBT	255	41	3	299	8	307	NBT	402	119	11	532	28	560
NBR	120	2	0	122	0	122	NBR	276	4	0	280	0	280
SBL	161	24	3	188	9	197	SBL	271	37	2	310	6	316
SBT	283	93	9	385	25	410	SBT	262	76	6	344	17	361
SBR	402	151	91	644	80	724	SBR	266	103	61	430	54	484
EBL	243	64	21	328	28	356	EBL	366	153	68	587	90	677
EBT	832	55	0	887	0	887	EBT	1,368	60	0	1,428	0	1,428
EBR	214	35	0	249	0	249	EBR	302	28	0	330	0	330
WBL	148	4	0	152	0	152	WBL	316	3	0	319	0	319
WBT	1,021	42	0	1,063	0	1,063	WBT	1,062	75	0	1,137	0	1,137
WBR	157	16	1	174	3	177	WBR	132	57	4	193	10	203
North Leg							North Leg						
Approach	846	268	103	1,217	114	1,331	Approach	799	216	69	1,084	77	1,161
Departure	655	121	25	801	39	840	Departure	900	329	83	1,312	128	1,440
Total	1,501	389	128	2,018	153	2,171	Total	1,699	545	152	2,396	205	2,601
South Leg							South Leg						
Approach	607	61	3	671	8	679	Approach	1,028	162	11	1,201	28	1,229
Departure	645	132	9	786	25	811	Departure	880	107	6	993	17	1,010
Total	1,252	193	12	1,457	33	1,490	Total	1,908	269	17	2,194	45	2,239
East Leg							East Leg						
Approach	1,326	62	1	1,389	3	1,392	Approach	1,510	135	4	1,649	10	1,659
Departure	1,113	81	3	1,197	9	1,206	Departure	1,915	101	2	2,018	6	2,024
Total	2,439	143	4	2,586	12	2,598	Total	3,425	236	6	3,667	16	3,683
West Leg							West Leg						
Approach	1,289	154	21	1,464	28	1,492	Approach	2,036	241	68	2,345	90	2,435
Departure	1,655	211	91	1,957	80	2,037	Departure	1,678	217	61	1,956	54	2,010
Total	2,944	365	112	3,421	108	3,529	Total	3,714	458	129	4,301	144	4,445
Total Approaches							Total Approaches						
Approach	4,068	545	128	4,741	153	4,894	Approach	5,373	754	152	6,279	205	6,484
Departure	4,068	545	128	4,741	153	4,894	Departure	5,373	754	152	6,279	205	6,484
Total	8,136	1,090	256	9,482	306	9,788	Total	10,746	1,508	304	12,558	410	12,968

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour						
	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
16 Baron Avenue/Behymer Avenue							16 Baron Avenue/Behymer Avenue						
NBL	0	0	0	0	25	25	NBL	0	0	0	0	17	17
NBT	0	0	0	0	0	0	NBT	0	0	0	0	0	0
NBR	0	4	0	4	3	7	NBR	0	9	0	9	2	11
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0	SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0	SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0	EBL	0	0	0	0	0	0
EBT	245	3	1	249	0	249	EBT	170	2	4	176	0	176
EBR	0	0	0	0	8	8	EBR	0	0	0	0	28	28
WBL	2	7	0	9	1	10	WBL	0	8	0	8	3	11
WBT	454	2	3	459	0	459	WBT	191	3	2	196	0	196
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	0
North Leg							North Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0	Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0	0	0	0
South Leg							South Leg						
Approach	0	4	0	4	28	32	Approach	0	9	0	9	19	28
Departure	2	7	0	9	9	18	Departure	0	8	0	8	31	39
Total	2	11	0	13	37	50	Total	0	17	0	17	50	67
East Leg							East Leg						
Approach	456	9	3	468	1	469	Approach	191	11	2	204	3	207
Departure	245	7	1	253	3	256	Departure	170	11	4	185	2	187
Total	701	16	4	721	4	725	Total	361	22	6	389	5	394
West Leg							West Leg						
Approach	245	3	1	249	8	257	Approach	170	2	4	176	28	204
Departure	454	2	3	459	25	484	Departure	191	3	2	196	17	213
Total	699	5	4	708	33	741	Total	361	5	6	372	45	417
Total Approaches							Total Approaches						
Approach	701	16	4	721	37	758	Approach	361	22	6	389	50	439
Departure	701	16	4	721	37	758	Departure	361	22	6	389	50	439
Total	1,402	32	8	1,442	74	1,516	Total	722	44	12	778	100	878

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
17 Baron Avenue/Perrin Avenue							17 Baron Avenue/Perrin Avenue						
NBL	0	0	0	0	36	36	NBL	0	0	0	0	118	118
NBT	0	4	0	4	60	64	NBT	0	9	0	9	198	207
NBR	0	0	0	0	0	0	NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	0	7	0	7	175	182	SBT	0	8	0	8	118	126
SBR	0	0	0	0	3	3	SBR	0	0	0	0	10	10
EBL	0	0	0	0	9	9	EBL	0	0	0	0	6	6
EBT	0	0	0	0	0	0	EBT	0	0	0	0	0	0
EBR	0	0	0	0	104	104	EBR	0	0	0	0	70	70
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0	WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	0
North Leg							North Leg						
Approach	0	7	0	7	178	185	Approach	0	8	0	8	128	136
Departure	0	4	0	4	69	73	Departure	0	9	0	9	204	213
Total	0	11	0	11	247	258	Total	0	17	0	17	332	349
South Leg							South Leg						
Approach	0	4	0	4	96	100	Approach	0	9	0	9	316	325
Departure	0	7	0	7	279	286	Departure	0	8	0	8	188	196
Total	0	11	0	11	375	386	Total	0	17	0	17	504	521
East Leg							East Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0	Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0	0	0	0
West Leg							West Leg						
Approach	0	0	0	0	113	113	Approach	0	0	0	0	76	76
Departure	0	0	0	0	39	39	Departure	0	0	0	0	128	128
Total	0	0	0	0	152	152	Total	0	0	0	0	204	204
Total Approaches							Total Approaches						
Approach	0	11	0	11	387	398	Approach	0	17	0	17	520	537
Departure	0	11	0	11	387	398	Departure	0	17	0	17	520	537
Total	0	22	0	22	774	796	Total	0	34	0	34	1,040	1,074

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour						
	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
18 Sunnyside Avenue/Shepherd Avenue							18 Sunnyside Avenue/Shepherd Avenue						
NBL	54	53	0	107	3	110	NBL	80	93	0	173	10	183
NBT	11	0	4	15	0	15	NBT	11	0	14	25	0	25
NBR	27	11	11	49	0	49	NBR	31	7	36	74	0	74
SBL	2	0	22	24	0	24	SBL	4	0	15	19	0	19
SBT	14	0	44	58	0	58	SBT	13	0	30	43	0	43
SBR	9	24	66	99	0	99	SBR	9	54	45	108	0	108
EBL	8	32	23	63	0	63	EBL	9	49	75	133	0	133
EBT	325	339	46	710	31	741	EBT	342	373	150	865	21	886
EBR	106	80	0	186	9	195	EBR	70	84	0	154	6	160
WBL	31	4	32	67	0	67	WBL	29	12	21	62	0	62
WBT	371	207	132	710	11	721	WBT	296	495	89	880	35	915
WBR	3	0	8	11	0	11	WBR	6	0	25	31	0	31
North Leg							North Leg						
Approach	25	24	132	181	0	181	Approach	26	54	90	170	0	170
Departure	22	32	35	89	0	89	Departure	26	49	114	189	0	189
Total	47	56	167	270	0	270	Total	52	103	204	359	0	359
South Leg							South Leg						
Approach	92	64	15	171	3	174	Approach	122	100	50	272	10	282
Departure	151	84	76	311	9	320	Departure	112	96	51	259	6	265
Total	243	148	91	482	12	494	Total	234	196	101	531	16	547
East Leg							East Leg						
Approach	405	211	172	788	11	799	Approach	331	507	135	973	35	1,008
Departure	354	350	79	783	31	814	Departure	377	380	201	958	21	979
Total	759	561	251	1,571	42	1,613	Total	708	887	336	1,931	56	1,987
West Leg							West Leg						
Approach	439	451	69	959	40	999	Approach	421	506	225	1,152	27	1,179
Departure	434	284	198	916	14	930	Departure	385	642	134	1,161	45	1,206
Total	873	735	267	1,875	54	1,929	Total	806	1,148	359	2,313	72	2,385
Total Approaches							Total Approaches						
Approach	961	750	388	2,099	54	2,153	Approach	900	1,167	500	2,567	72	2,639
Departure	961	750	388	2,099	54	2,153	Departure	900	1,167	500	2,567	72	2,639
Total	1,922	1,500	776	4,198	108	4,306	Total	1,800	2,334	1,000	5,134	144	5,278

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour						
	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
19 Fowler Avenue/Shepherd Avenue							19 Fowler Avenue/Shepherd Avenue						
NBL	141	47	16	204	4	208	NBL	109	105	54	268	14	282
NBT	92	5	0	97	0	97	NBT	119	3	0	122	0	122
NBR	34	4	0	38	0	38	NBR	73	3	0	76	0	76
SBL	185	0	0	185	0	185	SBL	110	0	0	110	0	110
SBT	125	1	16	142	0	142	SBT	112	6	11	129	0	129
SBR	18	9	0	27	0	27	SBR	14	22	0	36	0	36
EBL	20	12	0	32	0	32	EBL	23	20	0	43	0	43
EBT	281	253	22	556	18	574	EBT	276	282	15	573	12	585
EBR	51	77	0	128	12	140	EBR	75	78	0	153	8	161
WBL	36	1	0	37	0	37	WBL	47	5	0	52	0	52
WBT	279	154	8	441	6	447	WBT	240	373	25	638	21	659
WBR	370	0	0	370	0	370	WBR	128	0	0	128	0	128
North Leg							North Leg						
Approach	328	10	16	354	0	354	Approach	236	28	11	275	0	275
Departure	482	17	0	499	0	499	Departure	270	23	0	293	0	293
Total	810	27	16	853	0	853	Total	506	51	11	568	0	568
South Leg							South Leg						
Approach	267	56	16	339	4	343	Approach	301	111	54	466	14	480
Departure	212	79	16	307	12	319	Departure	234	89	11	334	8	342
Total	479	135	32	646	16	662	Total	535	200	65	800	22	822
East Leg							East Leg						
Approach	685	155	8	848	6	854	Approach	415	378	25	818	21	839
Departure	500	257	22	779	18	797	Departure	459	285	15	759	12	771
Total	1,185	412	30	1,627	24	1,651	Total	874	663	40	1,577	33	1,610
West Leg							West Leg						
Approach	352	342	22	716	30	746	Approach	374	380	15	769	20	789
Departure	438	210	24	672	10	682	Departure	363	500	79	942	35	977
Total	790	552	46	1,388	40	1,428	Total	737	880	94	1,711	55	1,766
Total Approaches							Total Approaches						
Approach	1,632	563	62	2,257	40	2,297	Approach	1,326	897	105	2,328	55	2,383
Departure	1,632	563	62	2,257	40	2,297	Departure	1,326	897	105	2,328	55	2,383
Total	3,264	1,126	124	4,514	80	4,594	Total	2,652	1,794	210	4,656	110	4,766

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

		AM Peak Hour						PM Peak Hour						
		Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	
		Without	Project	North	Without	Trips	Plus	Without	Project	North	Without	Trips	Plus	
		Project	Trips	Trips	Project	Trips	Project	Project	Trips	Trips	Project	Trips	Project	
20	Hammel Avenue/Project Driveway 1							20	Hammel Avenue/Project Driveway 1					
NBL		0	0	0	0	0	0	NBL		0	0	0	0	0
NBT		0	0	0	0	0	0	NBT		0	0	0	0	0
NBR		0	0	0	0	3	3	NBR		0	0	0	10	10
SBL		0	0	0	0	0	0	SBL		0	0	0	0	0
SBT		0	0	0	0	0	0	SBT		0	0	0	0	0
SBR		0	0	0	0	0	0	SBR		0	0	0	0	0
EBL		0	0	0	0	0	0	EBL		0	0	0	0	0
EBT		0	0	0	0	0	0	EBT		0	0	0	0	0
EBR		0	0	0	0	0	0	EBR		0	0	0	0	0
WBL		0	0	0	0	9	9	WBL		0	0	0	6	6
WBT		0	0	0	0	0	0	WBT		0	0	0	0	0
WBR		0	0	0	0	0	0	WBR		0	0	0	0	0
North Leg								North Leg						
Approach		0	0	0	0	0	0	Approach		0	0	0	0	0
Departure		0	0	0	0	0	0	Departure		0	0	0	0	0
Total		0	0	0	0	0	0	Total		0	0	0	0	0
South Leg								South Leg						
Approach		0	0	0	0	3	3	Approach		0	0	0	10	10
Departure		0	0	0	0	9	9	Departure		0	0	0	6	6
Total		0	0	0	0	12	12	Total		0	0	0	16	16
East Leg								East Leg						
Approach		0	0	0	0	9	9	Approach		0	0	0	6	6
Departure		0	0	0	0	3	3	Departure		0	0	0	10	10
Total		0	0	0	0	12	12	Total		0	0	0	16	16
West Leg								West Leg						
Approach		0	0	0	0	0	0	Approach		0	0	0	0	0
Departure		0	0	0	0	0	0	Departure		0	0	0	0	0
Total		0	0	0	0	0	0	Total		0	0	0	0	0
Total Approaches								Total Approaches						
Approach		0	0	0	0	12	12	Approach		0	0	0	16	16
Departure		0	0	0	0	12	12	Departure		0	0	0	16	16
Total		0	0	0	0	24	24	Total		0	0	0	32	32

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

		AM Peak Hour						PM Peak Hour						
		Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	
		Without	Project	North	Without	Trips	Plus	Without	Project	North	Without	Trips	Plus	
		Project	Trips	Trips	Project	Trips	Project	Project	Trips	Trips	Project	Trips	Project	
21	Hammel Avenue/Project Driveway 2							21	Hammel Avenue/Project Driveway 2					
NBL		0	0	0	0	0	0	NBL		0	0	0	0	0
NBT		0	0	0	0	3	3	NBT		0	0	0	10	10
NBR		0	0	0	0	11	11	NBR		0	0	0	35	35
SBL		0	0	0	0	0	0	SBL		0	0	0	0	0
SBT		0	0	0	0	9	9	SBT		0	0	0	6	6
SBR		0	0	0	0	0	0	SBR		0	0	0	0	0
EBL		0	0	0	0	0	0	EBL		0	0	0	0	0
EBT		0	0	0	0	0	0	EBT		0	0	0	0	0
EBR		0	0	0	0	0	0	EBR		0	0	0	0	0
WBL		0	0	0	0	31	31	WBL		0	0	0	21	21
WBT		0	0	0	0	0	0	WBT		0	0	0	0	0
WBR		0	0	0	0	0	0	WBR		0	0	0	0	0
North Leg								North Leg						
Approach		0	0	0	0	9	9	Approach		0	0	0	6	6
Departure		0	0	0	0	3	3	Departure		0	0	0	10	10
Total		0	0	0	0	12	12	Total		0	0	0	16	16
South Leg								South Leg						
Approach		0	0	0	0	14	14	Approach		0	0	0	45	45
Departure		0	0	0	0	40	40	Departure		0	0	0	27	27
Total		0	0	0	0	54	54	Total		0	0	0	72	72
East Leg								East Leg						
Approach		0	0	0	0	31	31	Approach		0	0	0	21	21
Departure		0	0	0	0	11	11	Departure		0	0	0	35	35
Total		0	0	0	0	42	42	Total		0	0	0	56	56
West Leg								West Leg						
Approach		0	0	0	0	0	0	Approach		0	0	0	0	0
Departure		0	0	0	0	0	0	Departure		0	0	0	0	0
Total		0	0	0	0	0	0	Total		0	0	0	0	0
Total Approaches								Total Approaches						
Approach		0	0	0	0	54	54	Approach		0	0	0	72	72
Departure		0	0	0	0	54	54	Departure		0	0	0	72	72
Total		0	0	0	0	108	108	Total		0	0	0	144	144

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour						
	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	Existing (2022)	Cumulative	Shepherd	Near-Term (2026)	Project	Near-Term (2026)	
	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project	Without Project	Project Trips	North Trips	Without Project	Project Trips	Plus Project	
22 Project Driveway 3/Perrin Avenue							22 Project Driveway 3/Perrin Avenue						
NBL	0	0	0	0	0	0	NBL	0	0	0	0	0	
NBT	0	0	0	0	0	0	NBT	0	0	0	0	0	
NBR	0	0	0	0	74	74	NBR	0	0	0	50	50	
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	
SBT	0	0	0	0	0	0	SBT	0	0	0	0	0	
SBR	0	0	0	0	0	0	SBR	0	0	0	0	0	
EBL	0	0	0	0	0	0	EBL	0	0	0	0	0	
EBT	0	0	0	0	40	40	EBT	0	0	0	27	27	
EBR	0	0	0	0	0	0	EBR	0	0	0	0	0	
WBL	0	0	0	0	25	25	WBL	0	0	0	84	84	
WBT	0	0	0	0	14	14	WBT	0	0	0	45	45	
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	
North Leg							North Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	
Departure	0	0	0	0	0	0	Departure	0	0	0	0	0	
Total	0	0	0	0	0	0	Total	0	0	0	0	0	
South Leg							South Leg						
Approach	0	0	0	0	74	74	Approach	0	0	0	50	50	
Departure	0	0	0	0	25	25	Departure	0	0	0	84	84	
Total	0	0	0	0	99	99	Total	0	0	0	134	134	
East Leg							East Leg						
Approach	0	0	0	0	39	39	Approach	0	0	0	129	129	
Departure	0	0	0	0	114	114	Departure	0	0	0	77	77	
Total	0	0	0	0	153	153	Total	0	0	0	206	206	
West Leg							West Leg						
Approach	0	0	0	0	40	40	Approach	0	0	0	27	27	
Departure	0	0	0	0	14	14	Departure	0	0	0	45	45	
Total	0	0	0	0	54	54	Total	0	0	0	72	72	
Total Approaches							Total Approaches						
Approach	0	0	0	0	153	153	Approach	0	0	0	206	206	
Departure	0	0	0	0	153	153	Departure	0	0	0	206	206	
Total	0	0	0	0	306	306	Total	0	0	0	412	412	

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
23 Baron Avenue/Project Driveway 4							23 Baron Avenue/Project Driveway 4						
NBL	0	0	0	0	19	19	NBL	0	0	0	0	63	63
NBT	0	4	0	4	21	25	NBT	0	9	0	9	14	23
NBR	0	0	0	0	0	0	NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	2	7	0	9	7	16	SBT	0	8	0	8	24	32
SBR	0	0	0	0	2	2	SBR	0	0	0	0	7	7
EBL	0	0	0	0	6	6	EBL	0	0	0	0	4	4
EBT	0	0	0	0	0	0	EBT	0	0	0	0	0	0
EBR	0	0	0	0	55	55	EBR	0	0	0	0	37	37
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0	WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	0
North Leg							North Leg						
Approach	2	7	0	9	9	18	Approach	0	8	0	8	31	39
Departure	0	4	0	4	27	31	Departure	0	9	0	9	18	27
Total	2	11	0	13	36	49	Total	0	17	0	17	49	66
South Leg							South Leg						
Approach	0	4	0	4	40	44	Approach	0	9	0	9	77	86
Departure	2	7	0	9	62	71	Departure	0	8	0	8	61	69
Total	2	11	0	13	102	115	Total	0	17	0	17	138	155
East Leg							East Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0	Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0	0	0	0
West Leg							West Leg						
Approach	0	0	0	0	61	61	Approach	0	0	0	0	41	41
Departure	0	0	0	0	21	21	Departure	0	0	0	0	70	70
Total	0	0	0	0	82	82	Total	0	0	0	0	111	111
Total Approaches							Total Approaches						
Approach	2	11	0	13	110	123	Approach	0	17	0	17	149	166
Departure	2	11	0	13	110	123	Departure	0	17	0	17	149	166
Total	4	22	0	26	220	246	Total	0	34	0	34	298	332

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
24 Baron Avenue/Project Driveway 5							24 Baron Avenue/Project Driveway 5						
NBL	0	0	0	0	20	20	NBL	0	0	0	0	66	66
NBT	0	4	0	4	34	38	NBT	0	9	0	9	73	82
NBR	0	0	0	0	0	0	NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	0	7	0	7	60	67	SBT	0	8	0	8	54	62
SBR	0	0	0	0	2	2	SBR	0	0	0	0	7	7
EBL	0	0	0	0	6	6	EBL	0	0	0	0	4	4
EBT	0	0	0	0	0	0	EBT	0	0	0	0	0	0
EBR	0	0	0	0	58	58	EBR	0	0	0	0	39	39
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0	WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	0
North Leg							North Leg						
Approach	0	7	0	7	62	69	Approach	0	8	0	8	61	69
Departure	0	4	0	4	40	44	Departure	0	9	0	9	77	86
Total	0	11	0	11	102	113	Total	0	17	0	17	138	155
South Leg							South Leg						
Approach	0	4	0	4	54	58	Approach	0	9	0	9	139	148
Departure	0	7	0	7	118	125	Departure	0	8	0	8	93	101
Total	0	11	0	11	172	183	Total	0	17	0	17	232	249
East Leg							East Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0	Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0	0	0	0
West Leg							West Leg						
Approach	0	0	0	0	64	64	Approach	0	0	0	0	43	43
Departure	0	0	0	0	22	22	Departure	0	0	0	0	73	73
Total	0	0	0	0	86	86	Total	0	0	0	0	116	116
Total Approaches							Total Approaches						
Approach	0	11	0	11	180	191	Approach	0	17	0	17	243	260
Departure	0	11	0	11	180	191	Departure	0	17	0	17	243	260
Total	0	22	0	22	360	382	Total	0	34	0	34	486	520

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

Table D-2 - Near-Term (2026) Peak Hour Volume Summary

AM Peak Hour							PM Peak Hour						
Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project		Existing (2022) Without Project	Cumulative Project Trips	Shepherd North Trips	Near-Term (2026) Without Project	Project Trips	Near-Term (2026) Plus Project	
25 Baron Avenue/Project Driveway 6							25 Baron Avenue/Project Driveway 6						
NBL	0	0	0	0	21	21	NBL	0	0	0	0	70	70
NBT	0	4	0	4	48	52	NBT	0	9	0	9	135	144
NBR	0	0	0	0	0	0	NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	0	7	0	7	117	124	SBT	0	8	0	8	87	95
SBR	0	0	0	0	2	2	SBR	0	0	0	0	7	7
EBL	0	0	0	0	6	6	EBL	0	0	0	0	4	4
EBT	0	0	0	0	0	0	EBT	0	0	0	0	0	0
EBR	0	0	0	0	61	61	EBR	0	0	0	0	41	41
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0	WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	0
North Leg							North Leg						
Approach	0	7	0	7	119	126	Approach	0	8	0	8	94	102
Departure	0	4	0	4	54	58	Departure	0	9	0	9	139	148
Total	0	11	0	11	173	184	Total	0	17	0	17	233	250
South Leg							South Leg						
Approach	0	4	0	4	69	73	Approach	0	9	0	9	205	214
Departure	0	7	0	7	178	185	Departure	0	8	0	8	128	136
Total	0	11	0	11	247	258	Total	0	17	0	17	333	350
East Leg							East Leg						
Approach	0	0	0	0	0	0	Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0	Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0	0	0	0
West Leg							West Leg						
Approach	0	0	0	0	67	67	Approach	0	0	0	0	45	45
Departure	0	0	0	0	23	23	Departure	0	0	0	0	77	77
Total	0	0	0	0	90	90	Total	0	0	0	0	122	122
Total Approaches							Total Approaches						
Approach	0	11	0	11	255	266	Approach	0	17	0	17	344	361
Departure	0	11	0	11	255	266	Departure	0	17	0	17	344	361
Total	0	22	0	22	510	532	Total	0	34	0	34	688	722

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
1 Willow Avenue/International Avenue										
NBL	424	16	440	15	455	155	11	166	10	176
NBT	424	16	440	12	452	607	11	618	8	626
NBR	28	0	28	0	28	73	0	73	0	73
SBL	65	0	65	0	65	67	0	67	0	67
SBT	606	5	611	4	615	458	18	476	14	490
SBR	90	0	90	0	90	12	0	12	0	12
EBL	23	0	23	0	23	9	0	9	0	9
EBT	93	0	93	0	93	125	0	125	0	125
EBR	225	5	230	5	235	161	18	179	17	196
WBL	42	0	42	0	42	17	0	17	0	17
WBT	447	0	447	0	447	103	0	103	0	103
WBR	77	0	77	0	77	56	0	56	0	56
North Leg										
Approach	761	5	766	4	770	537	18	555	14	569
Departure	524	16	540	12	552	672	11	683	8	691
Total	1,285	21	1,306	16	1,322	1,209	29	1,238	22	1,260
South Leg										
Approach	876	32	908	27	935	835	22	857	18	875
Departure	873	10	883	9	892	636	36	672	31	703
Total	1,749	42	1,791	36	1,827	1,471	58	1,529	49	1,578
East Leg										
Approach	566	0	566	0	566	176	0	176	0	176
Departure	186	0	186	0	186	265	0	265	0	265
Total	752	0	752	0	752	441	0	441	0	441
West Leg										
Approach	341	5	346	5	351	295	18	313	17	330
Departure	961	16	977	15	992	270	11	281	10	291
Total	1,302	21	1,323	20	1,343	565	29	594	27	621
Total Approaches										
Approach	2,544	42	2,586	36	2,622	1,843	58	1,901	49	1,950
Departure	2,544	42	2,586	36	2,622	1,843	58	1,901	49	1,950
Total	5,088	84	5,172	72	5,244	3,686	116	3,802	98	3,900

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
2 Willow Avenue/Behymer Avenue										
NBL	137	0	137	0	137	179	0	179	0	179
NBT	764	32	796	15	811	754	21	775	10	785
NBR	20	0	20	0	20	180	0	180	0	180
SBL	54	1	55	4	59	100	4	104	14	118
SBT	792	11	803	5	808	648	36	684	17	701
SBR	79	0	79	0	79	13	0	13	0	13
EBL	72	0	72	0	72	13	0	13	0	13
EBT	156	0	156	1	157	118	0	118	3	121
EBR	250	0	250	0	250	134	0	134	0	134
WBL	99	0	99	0	99	128	0	128	0	128
WBT	362	0	362	3	365	140	0	140	2	142
WBR	156	3	159	12	171	42	2	44	8	52
North Leg										
Approach	925	12	937	9	946	761	40	801	31	832
Departure	992	35	1,027	27	1,054	809	23	832	18	850
Total	1,917	47	1,964	36	2,000	1,570	63	1,633	49	1,682
South Leg										
Approach	921	32	953	15	968	1,113	21	1,134	10	1,144
Departure	1,141	11	1,152	5	1,157	910	36	946	17	963
Total	2,062	43	2,105	20	2,125	2,023	57	2,080	27	2,107
East Leg										
Approach	617	3	620	15	635	310	2	312	10	322
Departure	230	1	231	5	236	398	4	402	17	419
Total	847	4	851	20	871	708	6	714	27	741
West Leg										
Approach	478	0	478	1	479	265	0	265	3	268
Departure	578	0	578	3	581	332	0	332	2	334
Total	1,056	0	1,056	4	1,060	597	0	597	5	602
Total Approaches										
Approach	2,941	47	2,988	40	3,028	2,449	63	2,512	54	2,566
Departure	2,941	47	2,988	40	3,028	2,449	63	2,512	54	2,566
Total	5,882	94	5,976	80	6,056	4,898	126	5,024	108	5,132

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour					
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
3 Willow Avenue/Shepherd Avenue										
NBL	390	0	390	0	390	293	0	293	0	293
NBT	916	0	916	0	916	1,451	0	1,451	0	1,451
NBR	318	2	320	1	321	485	7	492	3	495
SBL	247	11	258	5	263	291	36	327	17	344
SBT	1,334	0	1,334	0	1,334	1,051	0	1,051	0	1,051
SBR	211	0	211	0	211	207	0	207	0	207
EBL	112	0	112	0	112	265	0	265	0	265
EBT	394	13	407	12	419	638	43	681	38	719
EBR	286	0	286	0	286	387	0	387	0	387
WBL	302	6	308	3	311	351	4	355	2	357
WBT	573	38	611	34	645	573	25	598	23	621
WBR	207	32	239	15	254	287	21	308	10	318
North Leg										
Approach	1,792	11	1,803	5	1,808	1,549	36	1,585	17	1,602
Departure	1,235	32	1,267	15	1,282	2,003	21	2,024	10	2,034
Total	3,027	43	3,070	20	3,090	3,552	57	3,609	27	3,636
South Leg										
Approach	1,624	2	1,626	1	1,627	2,229	7	2,236	3	2,239
Departure	1,922	6	1,928	3	1,931	1,789	4	1,793	2	1,795
Total	3,546	8	3,554	4	3,558	4,018	11	4,029	5	4,034
East Leg										
Approach	1,082	76	1,158	52	1,210	1,211	50	1,261	35	1,296
Departure	959	26	985	18	1,003	1,414	86	1,500	58	1,558
Total	2,041	102	2,143	70	2,213	2,625	136	2,761	93	2,854
West Leg										
Approach	792	13	805	12	817	1,290	43	1,333	38	1,371
Departure	1,174	38	1,212	34	1,246	1,073	25	1,098	23	1,121
Total	1,966	51	2,017	46	2,063	2,363	68	2,431	61	2,492
Total Approaches										
Approach	5,290	102	5,392	70	5,462	6,279	136	6,415	93	6,508
Departure	5,290	102	5,392	70	5,462	6,279	136	6,415	93	6,508
Total	10,580	204	10,784	140	10,924	12,558	272	12,830	186	13,016

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour					
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
4 Minnewawa Avenue/International Avenue										
NBL	437	0	437	3	440	174	0	174	2	176
NBT	238	0	238	6	244	254	0	254	4	258
NBR	0	0	0	0	0	37	0	37	0	37
SBL	0	0	0	0	0	0	0	0	0	0
SBT	291	0	291	2	293	268	0	268	7	275
SBR	29	0	29	0	29	30	0	30	0	30
EBL	5	0	5	0	5	70	0	70	0	70
EBT	2	0	2	0	2	2	0	2	0	2
EBR	146	0	146	1	147	155	0	155	3	158
WBL	0	0	0	0	0	0	0	0	0	0
WBT	50	0	50	0	50	2	0	2	0	2
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	320	0	320	2	322	298	0	298	7	305
Departure	243	0	243	6	249	324	0	324	4	328
Total	563	0	563	8	571	622	0	622	11	633
South Leg										
Approach	675	0	675	9	684	465	0	465	6	471
Departure	437	0	437	3	440	423	0	423	10	433
Total	1,112	0	1,112	12	1,124	888	0	888	16	904
East Leg										
Approach	50	0	50	0	50	2	0	2	0	2
Departure	2	0	2	0	2	39	0	39	0	39
Total	52	0	52	0	52	41	0	41	0	41
West Leg										
Approach	153	0	153	1	154	227	0	227	3	230
Departure	516	0	516	3	519	206	0	206	2	208
Total	669	0	669	4	673	433	0	433	5	438
Total Approaches										
Approach	1,198	0	1,198	12	1,210	992	0	992	16	1,008
Departure	1,198	0	1,198	12	1,210	992	0	992	16	1,008
Total	2,396	0	2,396	24	2,420	1,984	0	1,984	32	2,016

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
5 Minnewawa Avenue/Behymer Avenue										
NBL	115	0	115	0	115	149	0	149	0	149
NBT	269	0	269	0	269	430	0	430	0	430
NBR	12	0	12	0	12	28	0	28	0	28
SBL	163	0	163	3	166	193	0	193	10	203
SBT	589	0	589	0	589	254	0	254	0	254
SBR	8	0	8	0	8	3	0	3	0	3
EBL	3	0	3	0	3	7	0	7	0	7
EBT	127	1	128	5	133	353	4	357	17	374
EBR	96	0	96	0	96	101	0	101	0	101
WBL	43	0	43	0	43	18	0	18	0	18
WBT	508	3	511	15	526	206	2	208	10	218
WBR	371	0	371	9	380	154	0	154	6	160
North Leg										
Approach	760	0	760	3	763	450	0	450	10	460
Departure	643	0	643	9	652	591	0	591	6	597
Total	1,403	0	1,403	12	1,415	1,041	0	1,041	16	1,057
South Leg										
Approach	396	0	396	0	396	607	0	607	0	607
Departure	728	0	728	0	728	373	0	373	0	373
Total	1,124	0	1,124	0	1,124	980	0	980	0	980
East Leg										
Approach	922	3	925	24	949	378	2	380	16	396
Departure	302	1	303	8	311	574	4	578	27	605
Total	1,224	4	1,228	32	1,260	952	6	958	43	1,001
West Leg										
Approach	226	1	227	5	232	461	4	465	17	482
Departure	631	3	634	15	649	358	2	360	10	370
Total	857	4	861	20	881	819	6	825	27	852
Total Approaches										
Approach	2,304	4	2,308	32	2,340	1,896	6	1,902	43	1,945
Departure	2,304	4	2,308	32	2,340	1,896	6	1,902	43	1,945
Total	4,608	8	4,616	64	4,680	3,792	12	3,804	86	3,890

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour					
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
6 Minnewawa Avenue/Shepherd Avenue										
NBL	218	0	218	0	218	313	0	313	0	313
NBT	310	0	310	0	310	681	0	681	0	681
NBR	70	14	84	8	92	80	46	126	28	154
SBL	331	0	331	0	331	159	0	159	0	159
SBT	892	0	892	0	892	504	0	504	0	504
SBR	123	0	123	0	123	108	0	108	0	108
EBL	88	0	88	0	88	144	0	144	0	144
EBT	653	27	680	19	699	870	89	959	63	1,022
EBR	364	0	364	0	364	218	0	218	0	218
WBL	86	41	127	25	152	63	28	91	17	108
WBT	620	79	699	55	754	817	53	870	37	907
WBR	140	0	140	0	140	211	0	211	0	211
North Leg										
Approach	1,346	0	1,346	0	1,346	771	0	771	0	771
Departure	538	0	538	0	538	1,036	0	1,036	0	1,036
Total	1,884	0	1,884	0	1,884	1,807	0	1,807	0	1,807
South Leg										
Approach	598	14	612	8	620	1,074	46	1,120	28	1,148
Departure	1,342	41	1,383	25	1,408	785	28	813	17	830
Total	1,940	55	1,995	33	2,028	1,859	74	1,933	45	1,978
East Leg										
Approach	846	120	966	80	1,046	1,091	81	1,172	54	1,226
Departure	1,054	41	1,095	27	1,122	1,109	135	1,244	91	1,335
Total	1,900	161	2,061	107	2,168	2,200	216	2,416	145	2,561
West Leg										
Approach	1,105	27	1,132	19	1,151	1,232	89	1,321	63	1,384
Departure	961	79	1,040	55	1,095	1,238	53	1,291	37	1,328
Total	2,066	106	2,172	74	2,246	2,470	142	2,612	100	2,712
Total Approaches										
Approach	3,895	161	4,056	107	4,163	4,168	216	4,384	145	4,529
Departure	3,895	161	4,056	107	4,163	4,168	216	4,384	145	4,529
Total	7,790	322	8,112	214	8,326	8,336	432	8,768	290	9,058

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour					
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
7 Clovis Avenue/Behymer Avenue										
NBL	118	0	118	0	118	178	0	178	0	178
NBT	172	0	172	0	172	522	0	522	0	522
NBR	53	0	53	0	53	139	0	139	0	139
SBL	164	0	164	0	164	176	0	176	0	176
SBT	450	0	450	0	450	384	0	384	0	384
SBR	33	0	33	0	33	10	0	10	0	10
EBL	18	0	18	0	18	11	0	11	0	11
EBT	264	1	265	8	273	328	4	332	28	360
EBR	171	0	171	0	171	80	0	80	0	80
WBL	211	0	211	0	211	46	0	46	0	46
WBT	561	3	564	25	589	224	2	226	17	243
WBR	217	0	217	0	217	112	0	112	0	112
North Leg										
Approach	647	0	647	0	647	570	0	570	0	570
Departure	407	0	407	0	407	645	0	645	0	645
Total	1,054	0	1,054	0	1,054	1,215	0	1,215	0	1,215
South Leg										
Approach	343	0	343	0	343	839	0	839	0	839
Departure	832	0	832	0	832	510	0	510	0	510
Total	1,175	0	1,175	0	1,175	1,349	0	1,349	0	1,349
East Leg										
Approach	989	3	992	25	1,017	382	2	384	17	401
Departure	481	1	482	8	490	643	4	647	28	675
Total	1,470	4	1,474	33	1,507	1,025	6	1,031	45	1,076
West Leg										
Approach	453	1	454	8	462	419	4	423	28	451
Departure	712	3	715	25	740	412	2	414	17	431
Total	1,165	4	1,169	33	1,202	831	6	837	45	882
Total Approaches										
Approach	2,432	4	2,436	33	2,469	2,210	6	2,216	45	2,261
Departure	2,432	4	2,436	33	2,469	2,210	6	2,216	45	2,261
Total	4,864	8	4,872	66	4,938	4,420	12	4,432	90	4,522

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour					
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
8 Clovis Avenue/Baron Avenue										
NBL	87	0	87	0	87	32	0	32	0	32
NBT	455	0	455	0	455	947	0	947	0	947
NBR	84	0	84	96	180	99	0	99	317	416
SBL	30	0	30	0	30	61	0	61	0	61
SBT	826	0	826	0	826	526	0	526	0	526
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	51	0	51	279	330	108	0	108	188	296
WBT	0	0	0	0	0	0	0	0	0	0
WBR	36	0	36	0	36	9	0	9	0	9
North Leg										
Approach	856	0	856	0	856	587	0	587	0	587
Departure	491	0	491	0	491	956	0	956	0	956
Total	1,347	0	1,347	0	1,347	1,543	0	1,543	0	1,543
South Leg										
Approach	626	0	626	96	722	1,078	0	1,078	317	1,395
Departure	877	0	877	279	1,156	634	0	634	188	822
Total	1,503	0	1,503	375	1,878	1,712	0	1,712	505	2,217
East Leg										
Approach	87	0	87	279	366	117	0	117	188	305
Departure	114	0	114	96	210	160	0	160	317	477
Total	201	0	201	375	576	277	0	277	505	782
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	87	0	87	0	87	32	0	32	0	32
Total	87	0	87	0	87	32	0	32	0	32
Total Approaches										
Approach	1,569	0	1,569	375	1,944	1,782	0	1,782	505	2,287
Departure	1,569	0	1,569	375	1,944	1,782	0	1,782	505	2,287
Total	3,138	0	3,138	750	3,888	3,564	0	3,564	1,010	4,574

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
9 Clovis Avenue/Shepherd Avenue										
NBL	117	0	117	0	117	222	0	222	0	222
NBT	142	0	142	55	197	495	0	495	181	676
NBR	146	27	173	0	173	277	89	366	0	366
SBL	119	0	119	40	159	109	0	109	27	136
SBT	437	0	437	160	597	165	0	165	108	273
SBR	206	0	206	80	286	107	0	107	54	161
EBL	82	0	82	28	110	101	0	101	90	191
EBT	675	41	716	0	716	763	136	899	0	899
EBR	210	0	210	0	210	163	0	163	0	163
WBL	239	78	317	0	317	234	53	287	0	287
WBT	555	120	675	0	675	833	81	914	0	914
WBR	152	0	152	14	166	102	0	102	45	147
North Leg										
Approach	762	0	762	280	1,042	381	0	381	189	570
Departure	376	0	376	97	473	698	0	698	316	1,014
Total	1,138	0	1,138	377	1,515	1,079	0	1,079	505	1,584
South Leg										
Approach	405	27	432	55	487	994	89	1,083	181	1,264
Departure	886	78	964	160	1,124	562	53	615	108	723
Total	1,291	105	1,396	215	1,611	1,556	142	1,698	289	1,987
East Leg										
Approach	946	198	1,144	14	1,158	1,169	134	1,303	45	1,348
Departure	940	68	1,008	40	1,048	1,149	225	1,374	27	1,401
Total	1,886	266	2,152	54	2,206	2,318	359	2,677	72	2,749
West Leg										
Approach	967	41	1,008	28	1,036	1,027	136	1,163	90	1,253
Departure	878	120	998	80	1,078	1,162	81	1,243	54	1,297
Total	1,845	161	2,006	108	2,114	2,189	217	2,406	144	2,550
Total Approaches										
Approach	3,080	266	3,346	377	3,723	3,571	359	3,930	505	4,435
Departure	3,080	266	3,346	377	3,723	3,571	359	3,930	505	4,435
Total	6,160	532	6,692	754	7,446	7,142	718	7,860	1,010	8,870

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
10 Clovis Avenue/Teague Avenue										
NBL	283	0	283	0	283	165	0	165	0	165
NBT	380	25	405	51	456	943	82	1,025	167	1,192
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	761	72	833	147	980	482	49	531	99	630
SBR	283	6	289	12	301	65	4	69	8	77
EBL	79	2	81	4	85	140	7	147	14	161
EBT	0	0	0	0	0	0	0	0	0	0
EBR	234	0	234	0	234	108	0	108	0	108
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	1,044	78	1,122	159	1,281	547	53	600	107	707
Departure	459	27	486	55	541	1,083	89	1,172	181	1,353
Total	1,503	105	1,608	214	1,822	1,630	142	1,772	288	2,060
South Leg										
Approach	663	25	688	51	739	1,108	82	1,190	167	1,357
Departure	995	72	1,067	147	1,214	590	49	639	99	738
Total	1,658	97	1,755	198	1,953	1,698	131	1,829	266	2,095
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	313	2	315	4	319	248	7	255	14	269
Departure	566	6	572	12	584	230	4	234	8	242
Total	879	8	887	16	903	478	11	489	22	511
Total Approaches										
Approach	2,020	105	2,125	214	2,339	1,903	142	2,045	288	2,333
Departure	2,020	105	2,125	214	2,339	1,903	142	2,045	288	2,333
Total	4,040	210	4,250	428	4,678	3,806	284	4,090	576	4,666

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
11 Clovis Avenue/Nees Avenue										
NBL	161	0	161	0	161	328	0	328	0	328
NBT	401	25	426	41	467	697	82	779	136	915
NBR	21	0	21	0	21	48	0	48	0	48
SBL	115	0	115	0	115	110	0	110	0	110
SBT	660	72	732	120	852	454	49	503	81	584
SBR	108	0	108	28	136	31	0	31	19	50
EBL	61	0	61	10	71	70	0	70	31	101
EBT	399	1	400	0	400	590	4	594	0	594
EBR	358	0	358	0	358	413	0	413	0	413
WBL	37	32	69	0	69	33	21	54	0	54
WBT	468	3	471	0	471	469	2	471	0	471
WBR	233	0	233	0	233	351	0	351	0	351
North Leg										
Approach	883	72	955	148	1,103	595	49	644	100	744
Departure	695	25	720	51	771	1,118	82	1,200	167	1,367
Total	1,578	97	1,675	199	1,874	1,713	131	1,844	267	2,111
South Leg										
Approach	583	25	608	41	649	1,073	82	1,155	136	1,291
Departure	1,055	104	1,159	120	1,279	900	70	970	81	1,051
Total	1,638	129	1,767	161	1,928	1,973	152	2,125	217	2,342
East Leg										
Approach	738	35	773	0	773	853	23	876	0	876
Departure	535	1	536	0	536	748	4	752	0	752
Total	1,273	36	1,309	0	1,309	1,601	27	1,628	0	1,628
West Leg										
Approach	818	1	819	10	829	1,073	4	1,077	31	1,108
Departure	737	3	740	28	768	828	2	830	19	849
Total	1,555	4	1,559	38	1,597	1,901	6	1,907	50	1,957
Total Approaches										
Approach	3,022	133	3,155	199	3,354	3,594	158	3,752	267	4,019
Departure	3,022	133	3,155	199	3,354	3,594	158	3,752	267	4,019
Total	6,044	266	6,310	398	6,708	7,188	316	7,504	534	8,038

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour					
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
12 Clovis Avenue/Alluvial Avenue										
NBL	279	0	279	0	279	261	0	261	0	261
NBT	459	25	484	39	523	1,001	82	1,083	129	1,212
NBR	91	0	91	0	91	90	0	90	0	90
SBL	162	0	162	0	162	125	0	125	0	125
SBT	946	104	1,050	114	1,164	754	70	824	77	901
SBR	57	0	57	6	63	28	0	28	4	32
EBL	14	0	14	2	16	16	0	16	7	23
EBT	291	1	292	0	292	400	4	404	0	404
EBR	193	0	193	0	193	185	0	185	0	185
WBL	46	0	46	0	46	38	0	38	0	38
WBT	416	3	419	0	419	336	2	338	0	338
WBR	109	0	109	0	109	122	0	122	0	122
North Leg										
Approach	1,165	104	1,269	120	1,389	907	70	977	81	1,058
Departure	582	25	607	41	648	1,139	82	1,221	136	1,357
Total	1,747	129	1,876	161	2,037	2,046	152	2,198	217	2,415
South Leg										
Approach	829	25	854	39	893	1,352	82	1,434	129	1,563
Departure	1,185	104	1,289	114	1,403	977	70	1,047	77	1,124
Total	2,014	129	2,143	153	2,296	2,329	152	2,481	206	2,687
East Leg										
Approach	571	3	574	0	574	496	2	498	0	498
Departure	544	1	545	0	545	615	4	619	0	619
Total	1,115	4	1,119	0	1,119	1,111	6	1,117	0	1,117
West Leg										
Approach	498	1	499	2	501	601	4	605	7	612
Departure	752	3	755	6	761	625	2	627	4	631
Total	1,250	4	1,254	8	1,262	1,226	6	1,232	11	1,243
Total Approaches										
Approach	3,063	133	3,196	161	3,357	3,356	158	3,514	217	3,731
Departure	3,063	133	3,196	161	3,357	3,356	158	3,514	217	3,731
Total	6,126	266	6,392	322	6,714	6,712	316	7,028	434	7,462

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
13 State Route 168 Westbound Ramps/Herndon Avenue										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	78	0	78	0	78	77	0	77	0	77
SBT	0	0	0	0	0	0	0	0	0	0
SBR	787	0	787	0	787	406	0	406	0	406
EBL	0	0	0	0	0	0	0	0	0	0
EBT	1,232	2	1,234	2	1,236	1,839	7	1,846	7	1,853
EBR	899	0	899	0	899	609	0	609	0	609
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1,692	6	1,698	6	1,704	2,283	4	2,287	4	2,291
WBR	774	85	859	74	933	722	57	779	50	829
North Leg										
Approach	865	0	865	0	865	483	0	483	0	483
Departure	774	85	859	74	933	722	57	779	50	829
Total	1,639	85	1,724	74	1,798	1,205	57	1,262	50	1,312
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	899	0	899	0	899	609	0	609	0	609
Total	899	0	899	0	899	609	0	609	0	609
East Leg										
Approach	2,466	91	2,557	80	2,637	3,005	61	3,066	54	3,120
Departure	1,310	2	1,312	2	1,314	1,916	7	1,923	7	1,930
Total	3,776	93	3,869	82	3,951	4,921	68	4,989	61	5,050
West Leg										
Approach	2,131	2	2,133	2	2,135	2,448	7	2,455	7	2,462
Departure	2,479	6	2,485	6	2,491	2,689	4	2,693	4	2,697
Total	4,610	8	4,618	8	4,626	5,137	11	5,148	11	5,159
Total Approaches										
Approach	5,462	93	5,555	82	5,637	5,936	68	6,004	61	6,065
Departure	5,462	93	5,555	82	5,637	5,936	68	6,004	61	6,065
Total	10,924	186	11,110	164	11,274	11,872	136	12,008	122	12,130

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour					
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
14 State Route 168 Eastbound Ramps/Herndon Avenue										
NBL	486	0	486	0	486	788	0	788	0	788
NBT	0	0	0	0	0	0	0	0	0	0
NBR	585	19	604	25	629	874	61	935	84	1,019
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	1,076	2	1,078	2	1,080	1,519	7	1,526	7	1,533
EBR	234	0	234	0	234	397	0	397	0	397
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1,980	91	2,071	80	2,151	2,217	61	2,278	54	2,332
WBR	93	0	93	0	93	214	0	214	0	214
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	93	0	93	0	93	214	0	214	0	214
Total	93	0	93	0	93	214	0	214	0	214
South Leg										
Approach	1,071	19	1,090	25	1,115	1,662	61	1,723	84	1,807
Departure	234	0	234	0	234	397	0	397	0	397
Total	1,305	19	1,324	25	1,349	2,059	61	2,120	84	2,204
East Leg										
Approach	2,073	91	2,164	80	2,244	2,431	61	2,492	54	2,546
Departure	1,661	21	1,682	27	1,709	2,393	68	2,461	91	2,552
Total	3,734	112	3,846	107	3,953	4,824	129	4,953	145	5,098
West Leg										
Approach	1,310	2	1,312	2	1,314	1,916	7	1,923	7	1,930
Departure	2,466	91	2,557	80	2,637	3,005	61	3,066	54	3,120
Total	3,776	93	3,869	82	3,951	4,921	68	4,989	61	5,050
Total Approaches										
Approach	4,454	112	4,566	107	4,673	6,009	129	6,138	145	6,283
Departure	4,454	112	4,566	107	4,673	6,009	129	6,138	145	6,283
Total	8,908	224	9,132	214	9,346	12,018	258	12,276	290	12,566

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour					
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
15 Clovis Avenue/Herndon Avenue										
NBL	380	0	380	0	380	609	0	609	0	609
NBT	443	3	446	8	454	575	11	586	28	614
NBR	158	0	158	0	158	320	0	320	0	320
SBL	194	3	197	9	206	323	2	325	6	331
SBT	445	9	454	25	479	355	6	361	17	378
SBR	581	91	672	80	752	399	61	460	54	514
EBL	361	21	382	28	410	545	68	613	90	703
EBT	936	0	936	0	936	1,499	0	1,499	0	1,499
EBR	364	0	364	0	364	349	0	349	0	349
WBL	196	0	196	0	196	326	0	326	0	326
WBT	1,112	0	1,112	0	1,112	1,423	0	1,423	0	1,423
WBR	182	1	183	3	186	198	4	202	10	212
North Leg										
Approach	1,220	103	1,323	114	1,437	1,077	69	1,146	77	1,223
Departure	986	25	1,011	39	1,050	1,318	83	1,401	128	1,529
Total	2,206	128	2,334	153	2,487	2,395	152	2,547	205	2,752
South Leg										
Approach	981	3	984	8	992	1,504	11	1,515	28	1,543
Departure	1,005	9	1,014	25	1,039	1,030	6	1,036	17	1,053
Total	1,986	12	1,998	33	2,031	2,534	17	2,551	45	2,596
East Leg										
Approach	1,490	1	1,491	3	1,494	1,947	4	1,951	10	1,961
Departure	1,288	3	1,291	9	1,300	2,142	2	2,144	6	2,150
Total	2,778	4	2,782	12	2,794	4,089	6	4,095	16	4,111
West Leg										
Approach	1,661	21	1,682	28	1,710	2,393	68	2,461	90	2,551
Departure	2,073	91	2,164	80	2,244	2,431	61	2,492	54	2,546
Total	3,734	112	3,846	108	3,954	4,824	129	4,953	144	5,097
Total Approaches										
Approach	5,352	128	5,480	153	5,633	6,921	152	7,073	205	7,278
Departure	5,352	128	5,480	153	5,633	6,921	152	7,073	205	7,278
Total	10,704	256	10,960	306	11,266	13,842	304	14,146	410	14,556

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
16 Baron Avenue/Behymer Avenue										
NBL	200	0	200	25	225	115	0	115	17	132
NBT	0	0	0	0	0	0	0	0	0	0
NBR	19	0	19	3	22	9	0	9	2	11
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	260	1	261	0	261	218	4	222	0	222
EBR	158	0	158	8	166	225	0	225	28	253
WBL	18	0	18	1	19	16	0	16	3	19
WBT	538	3	541	0	541	228	2	230	0	230
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	219	0	219	28	247	124	0	124	19	143
Departure	176	0	176	9	185	241	0	241	31	272
Total	395	0	395	37	432	365	0	365	50	415
East Leg										
Approach	556	3	559	1	560	244	2	246	3	249
Departure	279	1	280	3	283	227	4	231	2	233
Total	835	4	839	4	843	471	6	477	5	482
West Leg										
Approach	418	1	419	8	427	443	4	447	28	475
Departure	738	3	741	25	766	343	2	345	17	362
Total	1,156	4	1,160	33	1,193	786	6	792	45	837
Total Approaches										
Approach	1,193	4	1,197	37	1,234	811	6	817	50	867
Departure	1,193	4	1,197	37	1,234	811	6	817	50	867
Total	2,386	8	2,394	74	2,468	1,622	12	1,634	100	1,734

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
17 Baron Avenue/Perrin Avenue										
NBL	0	0	0	36	36	0	0	0	118	118
NBT	8	0	8	60	68	11	0	11	198	209
NBR	26	0	26	0	26	89	0	89	0	89
SBL	181	0	181	0	181	249	0	249	0	249
SBT	8	0	8	175	183	8	0	8	118	126
SBR	0	0	0	3	3	0	0	0	10	10
EBL	0	0	0	9	9	0	0	0	6	6
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	104	104	0	0	0	70	70
WBL	28	0	28	0	28	9	0	9	0	9
WBT	0	0	0	0	0	0	0	0	0	0
WBR	202	0	202	0	202	105	0	105	0	105
North Leg										
Approach	189	0	189	178	367	257	0	257	128	385
Departure	210	0	210	69	279	116	0	116	204	320
Total	399	0	399	247	646	373	0	373	332	705
South Leg										
Approach	34	0	34	96	130	100	0	100	316	416
Departure	36	0	36	279	315	17	0	17	188	205
Total	70	0	70	375	445	117	0	117	504	621
East Leg										
Approach	230	0	230	0	230	114	0	114	0	114
Departure	207	0	207	0	207	338	0	338	0	338
Total	437	0	437	0	437	452	0	452	0	452
West Leg										
Approach	0	0	0	113	113	0	0	0	76	76
Departure	0	0	0	39	39	0	0	0	128	128
Total	0	0	0	152	152	0	0	0	204	204
Total Approaches										
Approach	453	0	453	387	840	471	0	471	520	991
Departure	453	0	453	387	840	471	0	471	520	991
Total	906	0	906	774	1,680	942	0	942	1,040	1,982

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour					
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
18 Sunnyside Avenue/Shepherd Avenue										
NBL	112	0	112	3	115	182	0	182	10	192
NBT	82	4	86	0	86	286	14	300	0	300
NBR	40	11	51	0	51	40	36	76	0	76
SBL	310	22	332	0	332	153	15	168	0	168
SBT	397	44	441	0	441	157	30	187	0	187
SBR	413	66	479	0	479	341	45	386	0	386
EBL	199	23	222	0	222	353	75	428	0	428
EBT	697	46	743	31	774	751	150	901	21	922
EBR	195	0	195	9	204	162	0	162	6	168
WBL	37	32	69	0	69	43	21	64	0	64
WBT	607	132	739	11	750	831	89	920	35	955
WBR	91	8	99	0	99	309	25	334	0	334
North Leg										
Approach	1,120	132	1,252	0	1,252	651	90	741	0	741
Departure	372	35	407	0	407	948	114	1,062	0	1,062
Total	1,492	167	1,659	0	1,659	1,599	204	1,803	0	1,803
South Leg										
Approach	234	15	249	3	252	508	50	558	10	568
Departure	629	76	705	9	714	362	51	413	6	419
Total	863	91	954	12	966	870	101	971	16	987
East Leg										
Approach	735	172	907	11	918	1,183	135	1,318	35	1,353
Departure	1,047	79	1,126	31	1,157	944	201	1,145	21	1,166
Total	1,782	251	2,033	42	2,075	2,127	336	2,463	56	2,519
West Leg										
Approach	1,091	69	1,160	40	1,200	1,266	225	1,491	27	1,518
Departure	1,132	198	1,330	14	1,344	1,354	134	1,488	45	1,533
Total	2,223	267	2,490	54	2,544	2,620	359	2,979	72	3,051
Total Approaches										
Approach	3,180	388	3,568	54	3,622	3,608	500	4,108	72	4,180
Departure	3,180	388	3,568	54	3,622	3,608	500	4,108	72	4,180
Total	6,360	776	7,136	108	7,244	7,216	1,000	8,216	144	8,360

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
19 Fowler Avenue/Shepherd Avenue										
NBL	197	16	213	4	217	265	54	319	14	333
NBT	100	0	100	0	100	370	0	370	0	370
NBR	40	0	40	0	40	108	0	108	0	108
SBL	342	0	342	0	342	155	0	155	0	155
SBT	518	16	534	0	534	230	11	241	0	241
SBR	32	0	32	0	32	38	0	38	0	38
EBL	53	0	53	0	53	54	0	54	0	54
EBT	663	22	685	18	703	586	15	601	12	613
EBR	270	0	270	12	282	161	0	161	8	169
WBL	75	0	75	0	75	72	0	72	0	72
WBT	455	8	463	6	469	644	25	669	21	690
WBR	386	0	386	0	386	282	0	282	0	282
North Leg										
Approach	892	16	908	0	908	423	11	434	0	434
Departure	539	0	539	0	539	706	0	706	0	706
Total	1,431	16	1,447	0	1,447	1,129	11	1,140	0	1,140
South Leg										
Approach	337	16	353	4	357	743	54	797	14	811
Departure	863	16	879	12	891	463	11	474	8	482
Total	1,200	32	1,232	16	1,248	1,206	65	1,271	22	1,293
East Leg										
Approach	916	8	924	6	930	998	25	1,023	21	1,044
Departure	1,045	22	1,067	18	1,085	849	15	864	12	876
Total	1,961	30	1,991	24	2,015	1,847	40	1,887	33	1,920
West Leg										
Approach	986	22	1,008	30	1,038	801	15	816	20	836
Departure	684	24	708	10	718	947	79	1,026	35	1,061
Total	1,670	46	1,716	40	1,756	1,748	94	1,842	55	1,897
Total Approaches										
Approach	3,131	62	3,193	40	3,233	2,965	105	3,070	55	3,125
Departure	3,131	62	3,193	40	3,233	2,965	105	3,070	55	3,125
Total	6,262	124	6,386	80	6,466	5,930	210	6,140	110	6,250

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
20 Hammel Avenue/Project Driveway 1										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	3	3	0	0	0	10	10
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	9	9	0	0	0	6	6
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	3	3	0	0	0	10	10
Departure	0	0	0	9	9	0	0	0	6	6
Total	0	0	0	12	12	0	0	0	16	16
East Leg										
Approach	0	0	0	9	9	0	0	0	6	6
Departure	0	0	0	3	3	0	0	0	10	10
Total	0	0	0	12	12	0	0	0	16	16
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	12	12	0	0	0	16	16
Departure	0	0	0	12	12	0	0	0	16	16
Total	0	0	0	24	24	0	0	0	32	32

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
21 Hammel Avenue/Project Driveway 2										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	3	3	0	0	0	10	10
NBR	0	0	0	11	11	0	0	0	35	35
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	9	9	0	0	0	6	6
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	31	31	0	0	0	21	21
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	9	9	0	0	0	6	6
Departure	0	0	0	3	3	0	0	0	10	10
Total	0	0	0	12	12	0	0	0	16	16
South Leg										
Approach	0	0	0	14	14	0	0	0	45	45
Departure	0	0	0	40	40	0	0	0	27	27
Total	0	0	0	54	54	0	0	0	72	72
East Leg										
Approach	0	0	0	31	31	0	0	0	21	21
Departure	0	0	0	11	11	0	0	0	35	35
Total	0	0	0	42	42	0	0	0	56	56
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	0	0	0	54	54	0	0	0	72	72
Departure	0	0	0	54	54	0	0	0	72	72
Total	0	0	0	108	108	0	0	0	144	144

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
22 Project Driveway 3/Perrin Avenue										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	74	74	0	0	0	50	50
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	40	40	0	0	0	27	27
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	25	25	0	0	0	84	84
WBT	0	0	0	14	14	0	0	0	45	45
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	74	74	0	0	0	50	50
Departure	0	0	0	25	25	0	0	0	84	84
Total	0	0	0	99	99	0	0	0	134	134
East Leg										
Approach	0	0	0	39	39	0	0	0	129	129
Departure	0	0	0	114	114	0	0	0	77	77
Total	0	0	0	153	153	0	0	0	206	206
West Leg										
Approach	0	0	0	40	40	0	0	0	27	27
Departure	0	0	0	14	14	0	0	0	45	45
Total	0	0	0	54	54	0	0	0	72	72
Total Approaches										
Approach	0	0	0	153	153	0	0	0	206	206
Departure	0	0	0	153	153	0	0	0	206	206
Total	0	0	0	306	306	0	0	0	412	412

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
23 Baron Avenue/Project Driveway 4										
NBL	0	0	0	19	19	0	0	0	63	63
NBT	4	0	219	21	240	9	0	124	14	138
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	9	0	176	7	183	8	0	241	24	265
SBR	0	0	0	2	2	0	0	0	7	7
EBL	0	0	0	6	6	0	0	0	4	4
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	55	55	0	0	0	37	37
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	9	0	176	9	185	8	0	241	31	272
Departure	4	0	219	27	246	9	0	124	18	142
Total	13	0	395	36	431	17	0	365	49	414
South Leg										
Approach	4	0	219	40	259	9	0	124	77	201
Departure	9	0	176	62	238	8	0	241	61	302
Total	13	0	395	102	497	17	0	365	138	503
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	61	61	0	0	0	41	41
Departure	0	0	0	21	21	0	0	0	70	70
Total	0	0	0	82	82	0	0	0	111	111
Total Approaches										
Approach	13	0	395	110	505	17	0	365	149	514
Departure	13	0	395	110	505	17	0	365	149	514
Total	26	0	790	220	1,010	34	0	730	298	1,028

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
24 Baron Avenue/Project Driveway 5										
NBL	0	0	0	20	20	0	0	0	66	66
NBT	4	0	219	34	253	9	0	124	73	197
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	7	0	176	60	236	8	0	241	54	295
SBR	0	0	0	2	2	0	0	0	7	7
EBL	0	0	0	6	6	0	0	0	4	4
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	58	58	0	0	0	39	39
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	7	0	176	62	238	8	0	241	61	302
Departure	4	0	219	40	259	9	0	124	77	201
Total	11	0	395	102	497	17	0	365	138	503
South Leg										
Approach	4	0	219	54	273	9	0	124	139	263
Departure	7	0	176	118	294	8	0	241	93	334
Total	11	0	395	172	567	17	0	365	232	597
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	64	64	0	0	0	43	43
Departure	0	0	0	22	22	0	0	0	73	73
Total	0	0	0	86	86	0	0	0	116	116
Total Approaches										
Approach	11	0	395	180	575	17	0	365	243	608
Departure	11	0	395	180	575	17	0	365	243	608
Total	22	0	790	360	1,150	34	0	730	486	1,216

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

























	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Shepherd North Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
25 Baron Avenue/Project Driveway 6										
NBL	0	0	0	21	21	0	0	0	70	70
NBT	4	0	210	48	258	9	0	116	135	251
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	7	0	189	117	306	8	0	257	87	344
SBR	0	0	0	2	2	0	0	0	7	7
EBL	0	0	0	6	6	0	0	0	4	4
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	61	61	0	0	0	41	41
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	7	0	189	119	308	8	0	257	94	351
Departure	4	0	210	54	264	9	0	116	139	255
Total	11	0	399	173	572	17	0	373	233	606
South Leg										
Approach	4	0	210	69	279	9	0	116	205	321
Departure	7	0	189	178	367	8	0	257	128	385
Total	11	0	399	247	646	17	0	373	333	706
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	67	67	0	0	0	45	45
Departure	0	0	0	23	23	0	0	0	77	77
Total	0	0	0	90	90	0	0	0	122	122
Total Approaches										
Approach	11	0	399	255	654	17	0	373	344	717
Departure	11	0	399	255	654	17	0	373	344	717
Total	22	0	798	510	1,308	34	0	746	688	1,434

APPENDIX E

LEVEL OF SERVICE WORKSHEETS

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	70	193	14	267	53	349	293	14	62	430	86
Future Volume (veh/h)	22	70	193	14	267	53	349	293	14	62	430	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	29	92	254	18	351	70	459	386	18	82	566	113
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	71	445	377	52	414	351	353	1874	836	103	2410	748
Arrive On Green	0.04	0.24	0.24	0.03	0.22	0.22	0.03	0.17	0.17	0.06	0.47	0.47
Sat Flow, veh/h	1795	1885	1598	1781	1870	1585	3483	3582	1598	1781	5106	1585
Grp Volume(v), veh/h	29	92	254	18	351	70	459	386	18	82	566	113
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1870	1585	1742	1791	1598	1781	1702	1585
Q Serve(g_s), s	2.1	5.3	19.5	1.3	24.3	4.9	13.7	12.5	1.3	6.1	8.9	5.5
Cycle Q Clear(g_c), s	2.1	5.3	19.5	1.3	24.3	4.9	13.7	12.5	1.3	6.1	8.9	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	445	377	52	414	351	353	1874	836	103	2410	748
V/C Ratio(X)	0.41	0.21	0.67	0.35	0.85	0.20	1.30	0.21	0.02	0.80	0.23	0.15
Avail Cap(c_a), veh/h	205	617	523	211	612	519	353	1874	836	194	2410	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	41.4	46.9	64.3	50.4	42.8	65.2	31.8	27.2	62.8	21.2	20.3
Incr Delay (d2), s/veh	1.4	0.5	4.9	1.5	9.8	0.5	153.0	0.2	0.0	5.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	8.3	0.6	12.5	2.0	13.9	5.9	0.5	2.9	3.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	42.0	51.7	65.8	60.2	43.3	218.3	32.0	27.2	68.0	21.4	20.7
LnGrp LOS	E	D	D	E	E	D	F	C	C	E	C	C
Approach Vol, veh/h		375			439			863			761	
Approach Delay, s/veh		50.3			57.7			131.0			26.3	
Approach LOS		D			E			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	69.4	9.9	35.7	13.1	76.3	7.9	37.7				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	15.7	10.9	4.1	26.3	8.1	14.5	3.3	21.5				
Green Ext Time (p_c), s	0.0	9.5	0.0	3.6	0.0	5.3	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay											72.7	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↘	↙	↘		↙	↑↑↑	↘	↙	↑↑↑	↘
Traffic Volume (veh/h)	67	125	203	16	128	43	84	552	16	44	576	74
Future Volume (veh/h)	67	125	203	16	128	43	84	552	16	44	576	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	85	158	257	20	162	54	106	699	20	56	729	94
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	106	357	302	55	201	67	129	2871	891	93	2788	845
Arrive On Green	0.06	0.19	0.19	0.03	0.15	0.15	0.07	0.56	0.56	0.10	1.00	1.00
Sat Flow, veh/h	1781	1870	1585	1767	1332	444	1781	5106	1585	1795	5147	1560
Grp Volume(v), veh/h	85	158	257	20	0	216	106	699	20	56	729	94
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1776	1781	1702	1585	1795	1716	1560
Q Serve(g_s), s	6.4	10.1	21.1	1.5	0.0	15.9	7.9	9.4	0.8	4.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	10.1	21.1	1.5	0.0	15.9	7.9	9.4	0.8	4.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	357	302	55	0	267	129	2871	891	93	2788	845
V/C Ratio(X)	0.80	0.44	0.85	0.36	0.00	0.81	0.82	0.24	0.02	0.60	0.26	0.11
Avail Cap(c_a), veh/h	182	603	511	202	0	572	194	2871	891	196	2788	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.95	0.95	0.95
Uniform Delay (d), s/veh	62.7	48.3	52.7	64.1	0.0	55.4	61.7	15.0	13.1	59.1	0.0	0.0
Incr Delay (d2), s/veh	5.1	1.0	8.0	1.5	0.0	12.0	9.3	0.2	0.0	2.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	4.8	9.1	0.7	0.0	8.0	3.9	3.7	0.3	1.8	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	49.3	60.7	65.5	0.0	67.5	71.1	15.2	13.1	61.3	0.2	0.3
LnGrp LOS	E	D	E	E	A	E	E	B	B	E	A	A
Approach Vol, veh/h		500			236			825			879	
Approach Delay, s/veh		58.3			67.3			22.3			4.1	
Approach LOS		E			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	78.8	14.3	26.8	12.3	81.6	8.8	32.3				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+1), s	19.5	2.0	8.4	17.9	6.0	11.4	3.5	23.1				
Green Ext Time (p_c), s	0.0	14.7	0.0	2.5	0.0	11.4	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	29	243	145	44	298	98	160	587	49	161	740	50
Future Volume (veh/h)	29	243	145	44	298	98	160	587	49	161	740	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	33	276	165	50	339	111	182	667	56	183	841	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	1	1	1
Cap, veh/h	140	534	238	164	584	260	231	2850	884	233	2893	886
Arrive On Green	0.04	0.15	0.15	0.05	0.17	0.17	0.07	0.56	0.56	0.07	0.56	0.56
Sat Flow, veh/h	3456	3554	1585	3428	3526	1570	3428	5066	1572	3483	5147	1576
Grp Volume(v), veh/h	33	276	165	50	339	111	182	667	56	183	841	57
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1570	1714	1689	1572	1742	1716	1576
Q Serve(g_s), s	1.3	10.4	14.3	2.0	12.9	9.2	7.6	9.6	2.3	7.5	12.4	2.4
Cycle Q Clear(g_c), s	1.3	10.4	14.3	2.0	12.9	9.2	7.6	9.6	2.3	7.5	12.4	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	534	238	164	584	260	231	2850	884	233	2893	886
V/C Ratio(X)	0.24	0.52	0.69	0.31	0.58	0.43	0.79	0.23	0.06	0.78	0.29	0.06
Avail Cap(c_a), veh/h	462	1073	479	430	1065	474	442	2850	884	449	2893	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	67.4	56.8	58.4	66.7	55.8	54.3	66.6	16.0	14.4	66.6	16.6	14.4
Incr Delay (d2), s/veh	0.3	1.8	8.2	0.2	0.8	0.9	2.2	0.2	0.1	2.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.8	6.3	0.9	5.8	3.7	3.4	3.8	0.9	3.4	5.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	58.6	66.7	66.9	56.6	55.2	68.8	16.2	14.5	68.7	16.9	14.6
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	B	B
Approach Vol, veh/h		474			500			905			1081	
Approach Delay, s/veh		62.0			57.3			26.7			25.5	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	61.1	87.2	11.5	30.2	16.0	87.3	13.7	28.0				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1), s	19.6	14.4	3.3	14.9	9.5	11.6	4.0	16.3				
Green Ext Time (p_c), s	0.2	13.3	0.0	3.8	0.2	11.3	0.0	5.1				
Intersection Summary												
HCM 6th Ctrl Delay											37.1	
HCM 6th LOS											D	

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	100	0	1	0	314	196	0	0	245	6
Future Vol, veh/h	1	0	100	0	1	0	314	196	0	0	245	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	1	0	123	0	1	0	388	242	0	0	302	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1325	1324	306	1385	1327	242	309	0	0	242	0	0
Stage 1	306	306	-	1018	1018	-	-	-	-	-	-	-
Stage 2	1019	1018	-	367	309	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	155	732	121	155	797	1240	-	-	1324	-	-
Stage 1	702	660	-	286	315	-	-	-	-	-	-	-
Stage 2	285	314	-	653	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	99	732	72	99	797	1240	-	-	1324	-	-
Mov Cap-2 Maneuver	94	99	-	72	99	-	-	-	-	-	-	-
Stage 1	449	660	-	183	201	-	-	-	-	-	-	-
Stage 2	181	201	-	543	660	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		41.8		5.7		0	
HCM LOS	B		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1240	-	-	686	99	1324	-	-
HCM Lane V/C Ratio	0.313	-	-	0.182	0.012	-	-	-
HCM Control Delay (s)	9.2	0	-	11.4	41.8	0	-	-
HCM Lane LOS	A	A	-	B	E	A	-	-
HCM 95th %tile Q(veh)	1.3	-	-	0.7	0	0	-	-

Intersection	
Intersection Delay, s/veh	58.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	114	44	12	145	297	41	212	8	123	225	3
Future Vol, veh/h	3	114	44	12	145	297	41	212	8	123	225	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	4	137	53	14	175	358	49	255	10	148	271	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19	95.2	29.3	51.7
HCM LOS	C	F	D	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	2%	3%	35%
Vol Thru, %	81%	71%	32%	64%
Vol Right, %	3%	27%	65%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	161	454	351
LT Vol	41	3	12	123
Through Vol	212	114	145	225
RT Vol	8	44	297	3
Lane Flow Rate	314	194	547	423
Geometry Grp	1	1	1	1
Degree of Util (X)	0.704	0.455	1.095	0.909
Departure Headway (Hd)	8.484	8.859	7.208	8.095
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	428	409	503	452
Service Time	6.484	6.859	5.268	6.095
HCM Lane V/C Ratio	0.734	0.474	1.087	0.936
HCM Control Delay	29.3	19	95.2	51.7
HCM Lane LOS	D	C	F	F
HCM 95th-tile Q	5.3	2.3	17.5	10

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	339	152	44	291	91	127	150	41	103	159	29
Future Volume (veh/h)	33	339	152	44	291	91	127	150	41	103	159	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	404	181	52	346	108	151	179	49	123	189	35
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	115	739	329	127	397	336	177	906	768	149	877	743
Arrive On Green	0.06	0.21	0.21	0.07	0.21	0.21	0.10	0.48	0.48	0.08	0.47	0.47
Sat Flow, veh/h	1795	3582	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	39	404	181	52	346	108	151	179	49	123	189	35
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.7	13.1	13.2	3.7	23.4	7.5	10.8	7.1	2.1	8.8	7.8	1.6
Cycle Q Clear(g_c), s	2.7	13.1	13.2	3.7	23.4	7.5	10.8	7.1	2.1	8.8	7.8	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	739	329	127	397	336	177	906	768	149	877	743
V/C Ratio(X)	0.34	0.55	0.55	0.41	0.87	0.32	0.85	0.20	0.06	0.83	0.22	0.05
Avail Cap(c_a), veh/h	290	937	418	285	485	411	288	906	768	288	877	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	46.2	46.2	57.7	49.4	43.1	57.6	19.1	17.8	58.6	20.4	18.7
Incr Delay (d2), s/veh	0.5	0.8	1.8	0.8	15.3	0.9	6.8	0.5	0.2	4.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.9	5.4	1.7	12.5	3.0	5.2	3.2	0.8	4.2	3.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	47.0	48.0	58.5	64.7	44.0	64.4	19.6	18.0	63.0	21.0	18.9
LnGrp LOS	E	D	D	E	E	D	E	B	B	E	C	B
Approach Vol, veh/h		624		506		379		347				
Approach Delay, s/veh		48.0		59.6		37.2		35.6				
Approach LOS		D		E		D		D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	67.0	12.3	33.8	14.9	69.0	13.3	32.8				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+1/2g), s	11.0	9.8	4.7	25.4	10.8	9.1	5.7	15.2				
Green Ext Time (p_c), s	0.1	1.7	0.0	2.4	0.1	1.2	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations			↙		↘		↗
Traffic Vol, veh/h	0	0	0	0	83	0	0
Future Vol, veh/h	0	0	0	0	83	0	0
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	0	0	0	0	0	0	9
Mvmt Flow	0	0	0	0	120	0	0
Number of Lanes	0	0	1	0	1	0	1

Approach	WB	NB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	NB	
Conflicting Lanes Left	2	0
Conflicting Approach Right		WB
Conflicting Lanes Right	0	1
HCM Control Delay	0	8
HCM LOS	-	A

Lane	NBLn1	NBLn2	WBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	83	0	0
LT Vol	0	0	0
Through Vol	83	0	0
RT Vol	0	0	0
Lane Flow Rate	120	0	0
Geometry Grp	7	7	2
Degree of Util (X)	0.15	0	0
Departure Headway (Hd)	4.5	4.653	4.11
Convergence, Y/N	Yes	Yes	Yes
Cap	802	0	0
Service Time	2.2	2.353	2.195
HCM Lane V/C Ratio	0.15	0	0
HCM Control Delay	8	7.4	7.2
HCM Lane LOS	A	N	N
HCM 95th-tile Q	0.5	0	0

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) NP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	32	337	118	109	294	48	80	59	86	19	71	67
Future Volume (veh/h)	32	337	118	109	294	48	80	59	86	19	71	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	39	406	142	131	354	58	96	71	104	23	86	81
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	191	552	245	245	611	272	119	1483	662	588	1870	834
Arrive On Green	0.06	0.16	0.16	0.07	0.17	0.17	0.07	0.43	0.43	0.17	0.54	0.54
Sat Flow, veh/h	3428	3526	1566	3456	3554	1585	1711	3413	1522	3374	3469	1547
Grp Volume(v), veh/h	39	406	142	131	354	58	96	71	104	23	86	81
Grp Sat Flow(s),veh/h/ln	1714	1763	1566	1728	1777	1585	1711	1706	1522	1687	1735	1547
Q Serve(g_s), s	1.5	15.4	11.8	5.1	12.8	4.4	7.7	1.7	5.8	0.8	1.6	3.6
Cycle Q Clear(g_c), s	1.5	15.4	11.8	5.1	12.8	4.4	7.7	1.7	5.8	0.8	1.6	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	552	245	245	611	272	119	1483	662	588	1870	834
V/C Ratio(X)	0.20	0.74	0.58	0.53	0.58	0.21	0.80	0.05	0.16	0.04	0.05	0.10
Avail Cap(c_a), veh/h	598	856	380	602	863	385	298	1483	662	588	1870	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	56.3	54.8	62.8	53.3	49.8	64.2	22.9	24.0	48.1	15.2	15.7
Incr Delay (d2), s/veh	0.2	2.8	3.2	0.7	1.3	0.6	4.7	0.1	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.1	4.9	2.3	5.9	1.8	3.5	0.7	2.2	0.3	0.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	59.1	57.9	63.5	54.6	50.4	68.9	22.9	24.5	48.2	15.3	15.9
LnGrp LOS	E	E	E	E	D	D	E	C	C	D	B	B
Approach Vol, veh/h		587			543			271			190	
Approach Delay, s/veh		59.1			56.3			39.8			19.5	
Approach LOS		E			E			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	81.2	13.4	30.1	30.0	66.5	15.5	27.9				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+1), s	19.7	5.6	3.5	14.8	2.8	7.8	7.1	17.4				
Green Ext Time (p_c), s	0.1	2.3	0.0	3.4	0.0	1.6	0.2	4.1				

Intersection Summary

HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Existing (2022) NP - AM Pk Hr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	222	263	209	273	183
Future Volume (veh/h)	73	222	263	209	273	183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	292	346	275	359	241
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	371	330	377	2393	1474	657
Arrive On Green	0.21	0.21	0.21	0.67	0.41	0.41
Sat Flow, veh/h	1795	1598	1781	3647	3647	1585
Grp Volume(v), veh/h	96	292	346	275	359	241
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1585
Q Serve(g_s), s	3.8	15.1	16.2	2.3	5.6	8.9
Cycle Q Clear(g_c), s	3.8	15.1	16.2	2.3	5.6	8.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	371	330	377	2393	1474	657
V/C Ratio(X)	0.26	0.89	0.92	0.11	0.24	0.37
Avail Cap(c_a), veh/h	530	472	377	2393	1474	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	28.3	32.7	32.8	4.9	16.2	17.2
Incr Delay (d2), s/veh	0.1	10.5	26.3	0.1	0.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.6	9.5	0.8	2.3	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.4	43.2	59.1	5.0	16.6	18.7
LnGrp LOS	C	D	E	A	B	B
Approach Vol, veh/h	388			621	600	
Approach Delay, s/veh	39.5			35.1	17.4	
Approach LOS	D			D	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	22.0	40.5		62.5	22.5	
Change Period (Y+Rc), s	4.0	5.3		5.3	4.9	
Max Green Setting (Gmax), s	18.0	27.7		49.7	25.1	
Max Q Clear Time (g_c+110), s	11.2	10.9		4.3	17.1	
Green Ext Time (p_c), s	0.0	3.8		2.5	0.5	

Intersection Summary

HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Existing (2022) NP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	306	194	35	363	180	70	294	20	70	416	42
Future Volume (veh/h)	30	306	194	35	363	180	70	294	20	70	416	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	34	352	223	40	417	207	80	338	23	80	478	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	81	427	362	87	436	369	102	1909	831	103	1924	838
Arrive On Green	0.05	0.23	0.23	0.05	0.23	0.23	0.06	0.54	0.54	0.06	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1795	1885	1596	1767	3526	1536	1781	3554	1547
Grp Volume(v), veh/h	34	352	223	40	417	207	80	338	23	80	478	48
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1795	1885	1596	1767	1763	1536	1781	1777	1547
Q Serve(g_s), s	2.8	26.8	19.0	3.3	32.7	17.2	6.7	7.3	1.0	6.6	10.7	2.2
Cycle Q Clear(g_c), s	2.8	26.8	19.0	3.3	32.7	17.2	6.7	7.3	1.0	6.6	10.7	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	427	362	87	436	369	102	1909	831	103	1924	838
V/C Ratio(X)	0.42	0.83	0.62	0.46	0.96	0.56	0.78	0.18	0.03	0.78	0.25	0.06
Avail Cap(c_a), veh/h	368	495	420	311	436	369	365	1909	831	309	1924	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	55.0	52.0	69.4	56.9	50.9	69.7	17.4	16.0	69.7	18.2	16.3
Incr Delay (d2), s/veh	1.3	10.7	2.9	1.4	32.2	2.5	4.7	0.2	0.1	4.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	14.0	7.9	1.5	19.5	7.2	3.2	3.1	0.4	3.2	4.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	65.8	54.9	70.8	89.1	53.4	74.5	17.6	16.1	74.3	18.5	16.4
LnGrp LOS	E	E	D	E	F	D	E	B	B	E	B	B
Approach Vol, veh/h		609			664			441			606	
Approach Delay, s/veh		62.1			76.9			27.9			25.7	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	86.5	10.8	40.0	12.7	86.5	11.3	39.5				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7				
Max Q Clear Time (g_c+1), s	10.7	12.7	4.8	34.7	8.6	9.3	5.3	28.8				
Green Ext Time (p_c), s	0.1	4.9	0.0	0.0	0.1	3.6	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay											50.3	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Existing (2022) NP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	269	153	44	407	89	127	282	61	126	576	34
Future Volume (veh/h)	13	269	153	44	407	89	127	282	61	126	576	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	15	302	172	49	457	100	143	317	69	142	647	38
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	56	431	365	117	504	427	169	1288	276	171	1535	90
Arrive On Green	0.03	0.24	0.24	0.07	0.27	0.27	0.10	0.45	0.45	0.10	0.45	0.45
Sat Flow, veh/h	1739	1826	1545	1781	1870	1585	1767	2875	616	1795	3433	201
Grp Volume(v), veh/h	15	302	172	49	457	100	143	192	194	142	337	348
Grp Sat Flow(s),veh/h/ln	1739	1826	1545	1781	1870	1585	1767	1763	1729	1795	1791	1843
Q Serve(g_s), s	1.1	18.9	12.0	3.3	29.5	6.2	10.0	8.5	8.7	9.7	16.0	16.1
Cycle Q Clear(g_c), s	1.1	18.9	12.0	3.3	29.5	6.2	10.0	8.5	8.7	9.7	16.0	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.11
Lane Grp Cap(c), veh/h	56	431	365	117	504	427	169	789	774	171	801	824
V/C Ratio(X)	0.27	0.70	0.47	0.42	0.91	0.23	0.84	0.24	0.25	0.83	0.42	0.42
Avail Cap(c_a), veh/h	153	574	486	157	588	498	297	789	774	230	801	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	59.0	43.7	41.0	56.1	44.2	35.6	55.6	21.4	21.5	55.5	23.5	23.5
Incr Delay (d2), s/veh	0.9	1.8	0.6	0.9	16.5	0.3	4.3	0.7	0.8	12.6	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.8	4.6	1.5	15.9	2.4	4.6	3.7	3.7	5.0	7.1	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	45.5	41.7	57.0	60.7	35.9	59.9	22.1	22.2	68.1	25.1	25.1
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	C	C
Approach Vol, veh/h		489			606			529			827	
Approach Delay, s/veh		44.6			56.3			32.4			32.5	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	61.6	8.1	39.4	15.9	61.7	12.2	35.2				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+1/2g), s	11.0	18.1	3.1	31.5	11.7	10.7	5.3	20.9				
Green Ext Time (p_c), s	0.1	3.9	0.0	2.1	0.1	2.7	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) NP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↘↘		↘↘
Traffic Volume (veh/h)	0	957	491	0	1454	576	0	0	0	66	0	729
Future Volume (veh/h)	0	957	491	0	1454	576	0	0	0	66	0	729
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1018	522	0	1818	0				70	0	776
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	3543	873	0	4120					962	0	776
Arrive On Green	0.00	0.55	0.55	0.00	0.73	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6696	1585	0	7481	1585				3483	0	2812
Grp Volume(v), veh/h	0	1018	522	0	1818	0				70	0	776
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	11.0	28.7	0.0	12.5	0.0				1.9	0.0	35.9
Cycle Q Clear(g_c), s	0.0	11.0	28.7	0.0	12.5	0.0				1.9	0.0	35.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3543	873	0	4120					962	0	776
V/C Ratio(X)	0.00	0.29	0.60	0.00	0.44					0.07	0.00	1.00
Avail Cap(c_a), veh/h	0	3959	975	0	4604					962	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.6	19.6	0.0	9.5	0.0				34.8	0.0	47.0
Incr Delay (d2), s/veh	0.0	0.2	3.0	0.0	0.3	0.0				0.1	0.0	32.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	11.1	0.0	4.3	0.0				0.8	0.0	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.8	22.6	0.0	9.8	0.0				34.8	0.0	79.2
LnGrp LOS		A	B	C	A	A				C	A	E
Approach Vol, veh/h		1540			1818					846		
Approach Delay, s/veh		18.1			9.8					75.5		
Approach LOS		B			A					E		
Timer - Assigned Phs		2			4					6		
Phs Duration (G+Y+Rc), s		78.4			43.2					78.4		
Change Period (Y+Rc), s		6.8			7.3					6.8		
Max Green Setting (Gmax), s		80.0			35.9					80.0		
Max Q Clear Time (g_c+I1), s		30.7			37.9					14.5		
Green Ext Time (p_c), s		37.3			0.0					57.1		

Intersection Summary

HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) NP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	810	213	0	1576	79	454	0	479	0	0	0
Future Volume (veh/h)	0	810	213	0	1576	79	454	0	479	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No		No		No		No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	900	0	0	1751	88	504	0	532			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	900	0	0	1751	88	504	0	532			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	11.6	0.0	0.0	16.1	3.1	10.2	0.0	21.5			
Cycle Q Clear(g_c), s	0.0	11.6	0.0	0.0	16.1	3.1	10.2	0.0	21.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.30		0.00	0.39	0.09	0.33	0.00	0.62			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.98	0.00	0.00	0.75	0.75	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.6	0.0	0.0	14.6	11.9	34.4	0.0	38.3			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.2	0.6	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.5	0.0	0.0	5.5	1.2	4.2	0.0	7.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.9	0.0	0.0	14.7	12.0	35.0	0.0	41.7			
LnGrp LOS		A	B		A	B	B	C	A		D	
Approach Vol, veh/h		900			1839				1036			
Approach Delay, s/veh		13.9			14.6				38.4			
Approach LOS		B			B				D			
Timer - Assigned Phs		2			6				8			
Phs Duration (G+Y+Rc), s		82.8			82.8				47.2			
Change Period (Y+Rc), s		6.8			6.8				6.8			
Max Green Setting (Gmax), s		76.0			76.0				40.4			
Max Q Clear Time (g_c+1), s		13.6			18.1				23.5			
Green Ext Time (p_c), s		25.7			51.0				8.5			
Intersection Summary												
HCM 6th Ctrl Delay					21.0							
HCM 6th LOS					C							
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) NP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑ ↑	↖ ↗
Traffic Volume (veh/h)	243	832	214	148	1021	157	232	255	120	161	283	402
Future Volume (veh/h)	243	832	214	148	1021	157	232	255	120	161	283	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	261	895	230	159	1098	169	249	274	129	173	304	432
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	310	2190	680	290	2174	674	312	880	380	314	1305	703
Arrive On Green	0.09	0.43	0.43	0.08	0.43	0.43	0.09	0.25	0.25	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1584	3456	3472	1497	3483	5147	2773
Grp Volume(v), veh/h	261	895	230	159	1098	169	249	268	135	173	304	432
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1584	1728	1702	1565	1742	1716	1387
Q Serve(g_s), s	11.6	18.9	15.1	6.8	24.4	10.6	10.9	9.9	10.9	7.4	7.3	21.3
Cycle Q Clear(g_c), s	11.6	18.9	15.1	6.8	24.4	10.6	10.9	9.9	10.9	7.4	7.3	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	310	2190	680	290	2174	674	312	863	397	314	1305	703
V/C Ratio(X)	0.84	0.41	0.34	0.55	0.50	0.25	0.80	0.31	0.34	0.55	0.23	0.61
Avail Cap(c_a), veh/h	553	2190	680	557	2174	674	669	863	397	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	30.3	29.3	68.2	32.5	28.6	69.1	46.9	47.2	67.5	45.9	51.2
Incr Delay (d2), s/veh	2.3	0.5	1.3	0.6	0.8	0.9	1.8	0.9	2.3	0.6	0.4	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.9	6.0	3.1	10.3	4.3	4.9	4.4	4.6	3.3	3.2	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.7	30.9	30.5	68.8	33.4	29.5	70.9	47.8	49.6	68.1	46.3	55.1
LnGrp LOS	E	C	C	E	C	C	E	D	D	E	D	E
Approach Vol, veh/h		1386			1426			652			909	
Approach Delay, s/veh		38.5			36.9			57.0			54.6	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	72.0	19.0	45.0	18.0	73.0	19.0	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+1/3), s	11.6	26.4	9.4	12.9	8.8	20.9	12.9	23.3				
Green Ext Time (p_c), s	0.4	5.9	0.3	1.7	0.2	6.9	0.4	3.9				

Intersection Summary

HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	325	106	31	371	3	54	11	27	2	14	9
Future Vol, veh/h	8	325	106	31	371	3	54	11	27	2	14	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	0	0	0	0	0	0
Mvmt Flow	8	332	108	32	379	3	55	11	28	2	14	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.8	13.5	10	9.2
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	2%	8%	8%
Vol Thru, %	12%	74%	92%	56%
Vol Right, %	29%	24%	1%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	439	405	25
LT Vol	54	8	31	2
Through Vol	11	325	371	14
RT Vol	27	106	3	9
Lane Flow Rate	94	448	413	26
Geometry Grp	1	1	1	1
Degree of Util (X)	0.154	0.575	0.546	0.042
Departure Headway (Hd)	5.887	4.617	4.759	5.921
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	613	775	752	608
Service Time	3.889	2.693	2.839	3.926
HCM Lane V/C Ratio	0.153	0.578	0.549	0.043
HCM Control Delay	10	13.8	13.5	9.2
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.5	3.7	3.3	0.1

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) NP - AM PK Hr



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	281	51	36	279	370	141	92	34	185	125	18
Future Volume (veh/h)	20	281	51	36	279	370	141	92	34	185	125	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	21	293	53	38	291	385	147	96	35	193	130	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	55	765	341	75	424	359	170	912	773	216	809	118
Arrive On Green	0.03	0.22	0.22	0.04	0.23	0.23	0.10	0.49	0.49	0.12	0.52	0.52
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	1870	1585	1753	1570	229
Grp Volume(v), veh/h	21	293	53	38	291	385	147	96	35	193	0	149
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1870	1585	1753	0	1799
Q Serve(g_s), s	1.7	10.6	4.1	3.1	21.4	34.0	12.2	4.2	1.7	16.3	0.0	6.6
Cycle Q Clear(g_c), s	1.7	10.6	4.1	3.1	21.4	34.0	12.2	4.2	1.7	16.3	0.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	55	765	341	75	424	359	170	912	773	216	0	927
V/C Ratio(X)	0.38	0.38	0.16	0.50	0.69	1.07	0.86	0.11	0.05	0.89	0.00	0.16
Avail Cap(c_a), veh/h	368	806	359	368	424	359	368	912	773	362	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	50.3	47.8	70.3	53.1	58.0	66.9	20.7	20.1	64.8	0.0	19.2
Incr Delay (d2), s/veh	1.6	0.6	0.4	1.9	5.6	67.8	5.0	0.2	0.1	8.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.8	1.7	1.5	10.8	20.4	5.8	1.9	0.7	7.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	50.9	48.2	72.2	58.7	125.8	71.8	21.0	20.2	73.2	0.0	19.6
LnGrp LOS	E	D	D	E	E	F	E	C	C	E	A	B
Approach Vol, veh/h		367			714			278			342	
Approach Delay, s/veh		51.8			95.6			47.8			49.8	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	83.0	8.7	40.0	22.5	78.9	10.4	38.3				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0				
Max Q Clear Time (g_c+1/4), s	11.2	8.6	3.7	36.0	18.3	6.2	5.1	12.6				
Green Ext Time (p_c), s	0.2	0.8	0.0	0.0	0.2	0.6	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	69.1
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	37	93	5	62	29	111	366	12	19	252	11
Future Volume (veh/h)	9	37	93	5	62	29	111	366	12	19	252	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	10	41	103	6	69	32	123	407	13	21	280	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	33	164	139	21	144	122	206	2577	1150	58	3500	1087
Arrive On Green	0.02	0.09	0.09	0.01	0.08	0.08	0.12	1.00	1.00	0.03	0.68	0.68
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3510	3610	1610	1795	5147	1598
Grp Volume(v), veh/h	10	41	103	6	69	32	123	407	13	21	280	12
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1755	1805	1610	1795	1716	1598
Q Serve(g_s), s	0.7	2.8	8.6	0.5	4.8	2.6	4.5	0.0	0.0	1.5	2.5	0.3
Cycle Q Clear(g_c), s	0.7	2.8	8.6	0.5	4.8	2.6	4.5	0.0	0.0	1.5	2.5	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	164	139	21	144	122	206	2577	1150	58	3500	1087
V/C Ratio(X)	0.30	0.25	0.74	0.28	0.48	0.26	0.60	0.16	0.01	0.36	0.08	0.01
Avail Cap(c_a), veh/h	203	612	519	211	612	519	356	2577	1150	196	3500	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	57.4	60.1	66.1	59.7	58.7	58.1	0.0	0.0	64.0	7.3	7.0
Incr Delay (d2), s/veh	1.9	1.9	16.5	2.6	4.2	1.9	1.0	0.1	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	4.1	0.2	2.4	1.1	1.9	0.0	0.0	0.7	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	59.3	76.6	68.8	64.0	60.7	59.1	0.1	0.0	65.4	7.3	7.0
LnGrp LOS	E	E	E	E	E	E	E	A	A	E	A	A
Approach Vol, veh/h		154			107			543			313	
Approach Delay, s/veh		71.4			63.3			13.5			11.2	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	97.5	7.1	16.2	9.7	102.1	5.6	17.6				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	6.5	4.5	2.7	6.8	3.5	2.0	2.5	10.6				
Green Ext Time (p_c), s	0.1	4.2	0.0	0.8	0.0	6.4	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			25.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	11	45	81	31	89	18	120	451	24	37	354	10
Future Volume (veh/h)	11	45	81	31	89	18	120	451	24	37	354	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	12	51	92	35	101	20	136	512	27	42	402	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	39	150	127	78	136	27	160	3459	1074	84	3218	976
Arrive On Green	0.02	0.08	0.08	0.04	0.09	0.09	0.09	0.67	0.67	0.09	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1795	1528	303	1810	5187	1610	1795	5147	1561
Grp Volume(v), veh/h	12	51	92	35	0	121	136	512	27	42	402	11
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1831	1810	1729	1610	1795	1716	1561
Q Serve(g_s), s	0.9	3.4	7.5	2.6	0.0	8.7	10.0	4.9	0.8	3.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	3.4	7.5	2.6	0.0	8.7	10.0	4.9	0.8	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	150	127	78	0	163	160	3459	1074	84	3218	976
V/C Ratio(X)	0.31	0.34	0.72	0.45	0.00	0.74	0.85	0.15	0.03	0.50	0.12	0.01
Avail Cap(c_a), veh/h	185	612	519	205	0	590	197	3459	1074	196	3218	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	65.1	58.8	60.7	63.0	0.0	60.0	60.6	8.3	7.6	59.6	0.0	0.0
Incr Delay (d2), s/veh	1.7	1.6	8.9	1.5	0.0	13.7	20.2	0.1	0.0	1.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	3.4	1.2	0.0	4.7	5.4	1.7	0.3	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	60.4	69.6	64.5	0.0	73.7	80.8	8.4	7.7	61.3	0.1	0.0
LnGrp LOS	E	E	E	E	A	E	F	A	A	E	A	A
Approach Vol, veh/h		155			156			675			455	
Approach Delay, s/veh		66.4			71.6			23.0			5.7	
Approach LOS		E			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	90.1	9.1	18.5	11.6	95.7	10.4	17.2				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+1/2g), s	11.0	2.0	2.9	10.7	5.0	6.9	4.6	9.5				
Green Ext Time (p_c), s	0.0	6.3	0.0	1.3	0.0	8.1	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	36	323	113	34	315	145	243	657	89	127	464	31
Future Volume (veh/h)	36	323	113	34	315	145	243	657	89	127	464	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	38	344	120	36	335	154	259	699	95	135	494	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	152	520	232	148	546	243	309	3041	944	191	2847	872
Arrive On Green	0.04	0.14	0.14	0.04	0.15	0.15	0.09	0.59	0.59	0.05	0.55	0.55
Sat Flow, veh/h	3510	3610	1610	3510	3610	1607	3510	5187	1609	3483	5147	1576
Grp Volume(v), veh/h	38	344	120	36	335	154	259	699	95	135	494	33
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1607	1755	1729	1609	1742	1716	1576
Q Serve(g_s), s	1.5	13.1	10.0	1.4	12.6	13.0	10.5	9.3	3.8	5.5	6.9	1.4
Cycle Q Clear(g_c), s	1.5	13.1	10.0	1.4	12.6	13.0	10.5	9.3	3.8	5.5	6.9	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	520	232	148	546	243	309	3041	944	191	2847	872
V/C Ratio(X)	0.25	0.66	0.52	0.24	0.61	0.63	0.84	0.23	0.10	0.71	0.17	0.04
Avail Cap(c_a), veh/h	470	1090	486	441	1090	485	453	3041	944	449	2847	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	67.1	58.7	57.4	67.2	57.6	57.7	65.1	14.3	13.2	67.4	16.0	14.8
Incr Delay (d2), s/veh	0.3	3.4	4.2	0.2	0.9	2.2	5.9	0.2	0.2	1.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.2	4.3	0.6	5.7	5.4	4.9	3.5	1.4	2.5	2.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	62.1	61.5	67.4	58.5	60.0	71.0	14.5	13.4	69.1	16.1	14.9
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	B	B
Approach Vol, veh/h		502			525			1053			662	
Approach Delay, s/veh		62.4			59.5			28.3			26.9	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	85.9	11.9	28.1	14.3	90.7	12.9	27.1				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1/2), s	12.5	8.9	3.5	15.0	7.5	11.3	3.4	15.1				
Green Ext Time (p_c), s	0.2	7.7	0.0	3.5	0.1	11.3	0.0	5.4				
Intersection Summary												
HCM 6th Ctrl Delay											40.2	
HCM 6th LOS											D	

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	53	0	0	0	101	212	1	0	231	3
Future Vol, veh/h	4	0	53	0	0	0	101	212	1	0	231	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	1	1	1
Mvmt Flow	5	0	62	0	0	0	117	247	1	0	269	3

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	753	753	271	784	754	248	272	0	0	248	0	0
Stage 1	271	271	-	482	482	-	-	-	-	-	-	-
Stage 2	482	482	-	302	272	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	329	341	773	311	338	791	1297	-	-	1324	-	-
Stage 1	739	689	-	565	553	-	-	-	-	-	-	-
Stage 2	569	557	-	707	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	303	305	773	263	303	791	1297	-	-	1324	-	-
Mov Cap-2 Maneuver	303	305	-	263	303	-	-	-	-	-	-	-
Stage 1	661	689	-	506	495	-	-	-	-	-	-	-
Stage 2	509	499	-	651	685	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	0	2.6	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1297	-	-	697	-	1324	-	-
HCM Lane V/C Ratio	0.091	-	-	0.095	-	-	-	-
HCM Control Delay (s)	8.1	0	-	10.7	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-	0	-	-

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	69	30	6	86	99	46	205	6	95	190	2
Future Vol, veh/h	3	69	30	6	86	99	46	205	6	95	190	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	3	78	34	7	98	113	52	233	7	108	216	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	11.2	12.7	13.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	3%	3%	33%
Vol Thru, %	80%	68%	45%	66%
Vol Right, %	2%	29%	52%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	102	191	287
LT Vol	46	3	6	95
Through Vol	205	69	86	190
RT Vol	6	30	99	2
Lane Flow Rate	292	116	217	326
Geometry Grp	1	1	1	1
Degree of Util (X)	0.439	0.188	0.33	0.489
Departure Headway (Hd)	5.407	5.824	5.473	5.394
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	663	613	653	665
Service Time	3.459	3.89	3.532	3.443
HCM Lane V/C Ratio	0.44	0.189	0.332	0.49
HCM Control Delay	12.7	10.2	11.2	13.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.2	0.7	1.4	2.7

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	390	81	19	342	85	104	152	26	76	142	13
Future Volume (veh/h)	20	390	81	19	342	85	104	152	26	76	142	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	22	419	87	20	368	91	112	163	28	82	153	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	83	794	354	79	416	352	149	944	800	144	938	795
Arrive On Green	0.05	0.22	0.22	0.04	0.22	0.22	0.08	0.50	0.50	0.08	0.50	0.50
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	22	419	87	20	368	91	112	163	28	82	153	14
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	1.5	13.4	5.8	1.4	24.4	6.1	7.9	6.1	1.2	5.7	5.8	0.6
Cycle Q Clear(g_c), s	1.5	13.4	5.8	1.4	24.4	6.1	7.9	6.1	1.2	5.7	5.8	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	794	354	79	416	352	149	944	800	144	938	795
V/C Ratio(X)	0.26	0.53	0.25	0.25	0.88	0.26	0.75	0.17	0.04	0.57	0.16	0.02
Avail Cap(c_a), veh/h	290	937	418	292	497	421	290	944	800	290	938	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	44.6	41.6	60.1	49.2	42.0	58.3	17.7	16.5	57.6	17.8	16.5
Incr Delay (d2), s/veh	0.5	0.7	0.5	0.6	16.7	0.6	2.8	0.4	0.1	1.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.8	2.3	0.6	13.1	2.4	3.6	2.7	0.4	2.7	2.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	45.3	42.1	60.8	65.9	42.7	61.1	18.1	16.6	58.9	18.2	16.6
LnGrp LOS	E	D	D	E	E	D	E	B	B	E	B	B
Approach Vol, veh/h		528			479			303			249	
Approach Delay, s/veh		45.4			61.3			33.9			31.5	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	70.7	10.0	34.5	14.4	71.1	9.7	34.8				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+19.5), s	19.5	7.8	3.5	26.4	7.7	8.1	3.4	15.4				
Green Ext Time (p_c), s	0.1	1.2	0.0	2.1	0.1	0.9	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	32	343	103	77	304	7	140	44	70	10	24	26
Future Volume (veh/h)	32	343	103	77	304	7	140	44	70	10	24	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	361	108	81	320	7	147	46	74	11	25	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	495	220	240	557	248	172	1644	733	612	1931	861
Arrive On Green	0.05	0.14	0.14	0.07	0.15	0.15	0.09	0.46	0.46	0.17	0.53	0.53
Sat Flow, veh/h	3483	3582	1591	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	34	361	108	81	320	7	147	46	74	11	25	27
Grp Sat Flow(s),veh/h/ln	1742	1791	1591	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	1.3	13.5	8.8	3.1	11.5	0.5	11.2	1.0	3.7	0.4	0.5	1.1
Cycle Q Clear(g_c), s	1.3	13.5	8.8	3.1	11.5	0.5	11.2	1.0	3.7	0.4	0.5	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	495	220	240	557	248	172	1644	733	612	1931	861
V/C Ratio(X)	0.19	0.73	0.49	0.34	0.57	0.03	0.86	0.03	0.10	0.02	0.01	0.03
Avail Cap(c_a), veh/h	607	870	386	612	877	391	315	1644	733	612	1931	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	57.8	55.8	62.2	54.9	50.3	62.4	21.0	21.8	47.9	15.3	15.4
Incr Delay (d2), s/veh	0.2	3.0	2.5	0.3	1.4	0.1	4.6	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.2	3.6	1.4	5.2	0.2	5.3	0.4	1.4	0.2	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	60.8	58.2	62.5	56.3	50.3	67.0	21.1	22.0	47.9	15.3	15.5
LnGrp LOS	E	E	E	E	E	D	E	C	C	D	B	B
Approach Vol, veh/h		503			408			267			63	
Approach Delay, s/veh		60.5			57.4			46.6			21.1	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.9	80.6	12.9	27.6	30.0	69.5	15.2	25.4				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+1/3), s	11.2	3.1	3.3	13.5	2.4	5.7	5.1	15.5				
Green Ext Time (p_c), s	0.1	0.5	0.0	2.5	0.0	1.0	0.1	3.3				

Intersection Summary

HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	87	156	290	223	60
Future Volume (veh/h)	67	87	156	290	223	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	83	107	193	358	275	74
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	167	149	231	2819	2206	984
Arrive On Green	0.09	0.09	0.13	0.79	0.61	0.61
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	83	107	193	358	275	74
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	3.7	5.5	8.9	2.0	2.7	1.6
Cycle Q Clear(g_c), s	3.7	5.5	8.9	2.0	2.7	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	167	149	231	2819	2206	984
V/C Ratio(X)	0.50	0.72	0.83	0.13	0.12	0.08
Avail Cap(c_a), veh/h	530	472	380	2819	2206	984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.97	0.97
Uniform Delay (d), s/veh	36.7	37.5	36.1	2.1	7.0	6.7
Incr Delay (d2), s/veh	0.9	2.4	3.5	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.2	4.0	0.5	0.9	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.5	39.9	39.7	2.2	7.1	6.9
LnGrp LOS	D	D	D	A	A	A
Approach Vol, veh/h	190			551	349	
Approach Delay, s/veh	38.9			15.3	7.0	
Approach LOS	D			B	A	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	5.0	57.2		72.2	12.8	
Change Period (Y+Rc), s	4.0	5.3		5.3	4.9	
Max Green Setting (Gmax), s	10.0	27.7		49.7	25.1	
Max Q Clear Time (g_c+110), s	11.0	4.7		4.0	7.5	
Green Ext Time (p_c), s	0.2	2.3		3.3	0.2	

Intersection Summary

HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	415	249	22	385	74	124	400	46	43	253	27
Future Volume (veh/h)	22	415	249	22	385	74	124	400	46	43	253	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	23	441	265	23	410	79	132	426	49	46	269	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	67	477	404	66	473	401	155	1922	837	93	1810	788
Arrive On Green	0.04	0.25	0.25	0.04	0.25	0.25	0.09	0.54	0.54	0.05	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1560	1810	3610	1571
Grp Volume(v), veh/h	23	441	265	23	410	79	132	426	49	46	269	29
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1560	1810	1805	1571
Q Serve(g_s), s	1.9	34.0	22.1	1.9	31.2	5.9	10.9	9.4	2.3	3.7	6.0	1.4
Cycle Q Clear(g_c), s	1.9	34.0	22.1	1.9	31.2	5.9	10.9	9.4	2.3	3.7	6.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	477	404	66	473	401	155	1922	837	93	1810	788
V/C Ratio(X)	0.34	0.92	0.66	0.35	0.87	0.20	0.85	0.22	0.06	0.50	0.15	0.04
Avail Cap(c_a), veh/h	374	503	426	311	473	401	371	1922	837	314	1810	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	54.8	50.3	70.5	53.8	44.3	67.6	18.3	16.6	69.3	20.1	19.0
Incr Delay (d2), s/veh	1.1	23.0	4.1	1.1	15.9	0.4	4.7	0.3	0.1	1.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	18.9	9.2	0.9	16.6	2.3	5.1	3.9	0.8	1.8	2.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	77.7	54.4	71.6	69.7	44.6	72.2	18.5	16.7	70.8	20.3	19.1
LnGrp LOS	E	E	D	E	E	D	E	B	B	E	C	B
Approach Vol, veh/h		729			512			607			344	
Approach Delay, s/veh		69.1			65.9			30.1			27.0	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	80.5	9.5	43.0	11.7	85.8	9.5	43.0				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7				
Max Q Clear Time (g_c+1/2g), s	11.0	8.0	3.9	33.2	5.7	11.4	3.9	36.0				
Green Ext Time (p_c), s	0.1	2.8	0.0	0.5	0.0	4.3	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	342	175	36	302	77	146	558	67	77	454	13
Future Volume (veh/h)	15	342	175	36	302	77	146	558	67	77	454	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	372	190	39	328	84	159	607	73	84	493	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	61	418	354	107	466	395	186	1530	184	164	1650	47
Arrive On Green	0.03	0.22	0.22	0.06	0.25	0.25	0.10	0.47	0.47	0.09	0.46	0.46
Sat Flow, veh/h	1795	1885	1595	1795	1885	1598	1810	3237	388	1810	3582	102
Grp Volume(v), veh/h	16	372	190	39	328	84	159	338	342	84	248	259
Grp Sat Flow(s),veh/h/ln	1795	1885	1595	1795	1885	1598	1810	1805	1820	1810	1805	1879
Q Serve(g_s), s	1.1	23.9	13.1	2.6	19.8	5.2	10.8	15.2	15.3	5.5	10.7	10.8
Cycle Q Clear(g_c), s	1.1	23.9	13.1	2.6	19.8	5.2	10.8	15.2	15.3	5.5	10.7	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.05
Lane Grp Cap(c), veh/h	61	418	354	107	466	395	186	853	861	164	831	866
V/C Ratio(X)	0.26	0.89	0.54	0.37	0.70	0.21	0.85	0.40	0.40	0.51	0.30	0.30
Avail Cap(c_a), veh/h	158	593	502	158	593	502	304	853	861	232	831	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	58.8	47.1	43.0	56.5	42.9	37.4	55.1	21.4	21.4	54.2	21.1	21.1
Incr Delay (d2), s/veh	0.8	10.4	0.9	0.8	2.8	0.3	6.3	1.4	1.4	0.9	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.1	5.1	1.2	9.3	2.0	5.1	6.5	6.6	2.5	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	57.6	43.8	57.3	45.7	37.7	61.4	22.8	22.8	55.1	22.0	21.9
LnGrp LOS	E	E	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		578			451			839			591	
Approach Delay, s/veh		53.1			45.2			30.1			26.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	63.3	8.3	36.6	15.4	64.8	11.4	33.4				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+1/2g), s	12.8	12.8	3.1	21.8	7.5	17.3	4.6	25.9				
Green Ext Time (p_c), s	0.1	2.6	0.0	2.0	0.0	4.3	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	1653	529	0	1451	540	0	0	0	66	0	342
Future Volume (veh/h)	0	1653	529	0	1451	540	0	0	0	66	0	342
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1670	534	0	1680	0				67	0	345
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3259	803	0	3789					570	0	460
Arrive On Green	0.00	0.50	0.50	0.00	0.50	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	6749	1598	0	7541	1598				3483	0	2812
Grp Volume(v), veh/h	0	1670	534	0	1680	0				67	0	345
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	22.8	33.0	0.0	18.8	0.0				2.2	0.0	15.4
Cycle Q Clear(g_c), s	0.0	22.8	33.0	0.0	18.8	0.0				2.2	0.0	15.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3259	803	0	3789					570	0	460
V/C Ratio(X)	0.00	0.51	0.67	0.00	0.44					0.12	0.00	0.75
Avail Cap(c_a), veh/h	0	3341	823	0	3885					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.95	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	24.5	0.0	21.0	0.0				47.1	0.0	52.6
Incr Delay (d2), s/veh	0.0	0.6	4.3	0.0	0.4	0.0				0.2	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.4	12.7	0.0	8.0	0.0				1.0	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.6	28.9	0.0	21.4	0.0				47.3	0.0	58.6
LnGrp LOS	A	C	C	A	C					D	A	E
Approach Vol, veh/h		2204			1680						412	
Approach Delay, s/veh		24.1			21.4						56.8	
Approach LOS		C			C						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		73.1		28.9		73.1						
Change Period (Y+Rc), s		6.8		7.3		6.8						
Max Green Setting (Gmax), s		68.0		49.9		68.0						
Max Q Clear Time (g_c+I1), s		35.0		17.4		20.8						
Green Ext Time (p_c), s		31.4		4.2		39.8						

Intersection Summary

HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	1359	360	0	1494	184	497	0	677	0	0	0
Future Volume (veh/h)	0	1359	360	0	1494	184	497	0	677	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No		No		No		No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1401	0	0	1540	190	512	0	698			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1401	0	0	1540	190	512	0	698			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	20.9	0.0	0.0	14.1	7.6	9.9	0.0	28.9			
Cycle Q Clear(g_c), s	0.0	20.9	0.0	0.0	14.1	7.6	9.9	0.0	28.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.48		0.00	0.35	0.21	0.31	0.00	0.76			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.95	0.00	0.00	0.65	0.65	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	16.6	0.0	0.0	15.1	13.7	32.8	0.0	39.3			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.1	0.3	0.5	0.0	5.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	7.8	0.0	0.0	4.7	2.7	4.1	0.0	10.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	0.0	0.0	15.3	14.0	33.3	0.0	45.2			
LnGrp LOS	A	B		A	B	B	C	A	D			
Approach Vol, veh/h		1401			1730			1210				
Approach Delay, s/veh		17.1			15.1			40.2				
Approach LOS		B			B			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		80.8				80.8		49.2				
Change Period (Y+Rc), s		6.8				6.8		6.8				
Max Green Setting (Gmax), s		74.0				74.0		42.4				
Max Q Clear Time (g_c+I1), s		22.9				16.1		30.9				
Green Ext Time (p_c), s		36.6				46.9		7.4				
Intersection Summary												
HCM 6th Ctrl Delay					22.7							
HCM 6th LOS					C							
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	↔↔
Traffic Volume (veh/h)	366	1368	302	316	1062	132	350	402	276	271	262	266
Future Volume (veh/h)	366	1368	302	316	1062	132	350	402	276	271	262	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	381	1425	315	329	1106	138	365	419	288	282	273	277
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	429	1952	606	378	1876	582	416	957	437	332	1305	703
Arrive On Green	0.12	0.38	0.38	0.11	0.36	0.36	0.12	0.28	0.28	0.10	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1579	3483	5147	2773
Grp Volume(v), veh/h	381	1425	315	329	1106	138	365	419	288	282	273	277
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1579	1742	1716	1387
Q Serve(g_s), s	16.7	36.8	23.6	14.4	27.0	9.3	15.9	15.5	25.0	12.4	6.5	12.8
Cycle Q Clear(g_c), s	16.7	36.8	23.6	14.4	27.0	9.3	15.9	15.5	25.0	12.4	6.5	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	1952	606	378	1876	582	416	957	437	332	1305	703
V/C Ratio(X)	0.89	0.73	0.52	0.87	0.59	0.24	0.88	0.44	0.66	0.85	0.21	0.39
Avail Cap(c_a), veh/h	562	1952	606	562	1876	582	679	957	437	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.9	41.3	37.2	68.0	39.9	34.3	67.2	46.1	49.6	69.0	45.6	48.0
Incr Delay (d2), s/veh	9.2	2.0	2.6	6.8	1.4	1.0	4.2	1.5	7.6	2.4	0.4	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	15.6	9.5	6.7	11.4	3.8	7.2	6.8	10.6	5.5	2.8	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.1	43.3	39.8	74.8	41.2	35.2	71.4	47.6	57.1	71.4	46.0	49.6
LnGrp LOS	E	D	D	E	D	D	E	D	E	E	D	D
Approach Vol, veh/h		2121			1573			1072			832	
Approach Delay, s/veh		48.7			47.7			58.3			55.8	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.1	62.5	19.8	48.6	21.8	64.8	23.4	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+1/3), s	11.0	29.0	14.4	27.0	16.4	38.8	17.9	14.8				
Green Ext Time (p_c), s	0.4	4.7	0.4	2.2	0.4	0.1	0.5	3.1				
Intersection Summary												
HCM 6th Ctrl Delay											51.3	
HCM 6th LOS											D	

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	342	70	29	296	6	80	11	31	4	13	9
Future Vol, veh/h	9	342	70	29	296	6	80	11	31	4	13	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	364	74	31	315	6	85	12	33	4	14	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.2	12.4	10.4	9.2
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	2%	9%	15%
Vol Thru, %	9%	81%	89%	50%
Vol Right, %	25%	17%	2%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	421	331	26
LT Vol	80	9	29	4
Through Vol	11	342	296	13
RT Vol	31	70	6	9
Lane Flow Rate	130	448	352	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.21	0.582	0.475	0.045
Departure Headway (Hd)	5.828	4.68	4.859	5.921
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	619	761	732	608
Service Time	3.829	2.767	2.955	3.928
HCM Lane V/C Ratio	0.21	0.589	0.481	0.046
HCM Control Delay	10.4	14.2	12.4	9.2
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	0.8	3.8	2.6	0.1

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	276	75	47	240	128	109	119	73	110	112	14
Future Volume (veh/h)	23	276	75	47	240	128	109	119	73	110	112	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	24	291	79	49	253	135	115	125	77	116	118	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	61	526	235	83	301	255	138	1128	956	139	981	125
Arrive On Green	0.03	0.15	0.15	0.05	0.16	0.16	0.08	0.60	0.60	0.08	0.60	0.60
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1598	1795	1639	208
Grp Volume(v), veh/h	24	291	79	49	253	135	115	125	77	116	0	133
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1598	1795	0	1847
Q Serve(g_s), s	2.0	11.3	6.7	4.0	19.5	11.6	9.5	4.3	3.1	9.6	0.0	4.7
Cycle Q Clear(g_c), s	2.0	11.3	6.7	4.0	19.5	11.6	9.5	4.3	3.1	9.6	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	61	526	235	83	301	255	138	1128	956	139	0	1106
V/C Ratio(X)	0.40	0.55	0.34	0.59	0.84	0.53	0.84	0.11	0.08	0.84	0.00	0.12
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	1128	956	371	0	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.0	59.4	57.4	70.1	61.2	57.9	68.3	13.0	12.7	68.3	0.0	13.0
Incr Delay (d2), s/veh	1.6	1.7	1.6	2.4	13.6	3.2	5.0	0.2	0.2	5.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.2	0.1	1.9	10.3	4.9	4.5	1.8	1.1	4.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	61.1	59.0	72.6	74.8	61.0	73.3	13.2	12.9	73.3	0.0	13.2
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	A	B
Approach Vol, veh/h		394			437			317			249	
Approach Delay, s/veh		61.4			70.3			34.9			41.2	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	95.5	9.1	29.9	15.6	95.4	11.0	28.0				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0				
Max Q Clear Time (g_c+ll), s	11.5	6.7	4.0	21.5	11.6	6.3	6.0	13.3				
Green Ext Time (p_c), s	0.1	0.6	0.0	2.4	0.1	0.8	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	70	198	14	267	53	364	305	14	62	434	86
Future Volume (veh/h)	22	70	198	14	267	53	364	305	14	62	434	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	29	92	261	18	351	70	479	401	18	82	571	113
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	71	445	377	52	414	351	353	1874	836	103	2410	748
Arrive On Green	0.04	0.24	0.24	0.03	0.22	0.22	0.03	0.17	0.17	0.06	0.47	0.47
Sat Flow, veh/h	1795	1885	1598	1781	1870	1585	3483	3582	1598	1781	5106	1585
Grp Volume(v), veh/h	29	92	261	18	351	70	479	401	18	82	571	113
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1870	1585	1742	1791	1598	1781	1702	1585
Q Serve(g_s), s	2.1	5.3	20.1	1.3	24.3	4.9	13.7	13.0	1.3	6.1	9.0	5.5
Cycle Q Clear(g_c), s	2.1	5.3	20.1	1.3	24.3	4.9	13.7	13.0	1.3	6.1	9.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	445	377	52	414	351	353	1874	836	103	2410	748
V/C Ratio(X)	0.41	0.21	0.69	0.35	0.85	0.20	1.36	0.21	0.02	0.80	0.24	0.15
Avail Cap(c_a), veh/h	205	617	523	211	612	519	353	1874	836	194	2410	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	41.4	47.1	64.3	50.4	42.8	65.2	32.0	27.2	62.8	21.2	20.3
Incr Delay (d2), s/veh	1.4	0.5	5.3	1.5	9.8	0.5	176.7	0.3	0.0	5.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	8.6	0.6	12.5	2.0	15.1	6.2	0.5	2.9	3.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	42.0	52.4	65.8	60.2	43.3	241.9	32.3	27.2	68.0	21.4	20.7
LnGrp LOS	E	D	D	E	E	D	F	C	C	E	C	C
Approach Vol, veh/h		382			439			898			766	
Approach Delay, s/veh		50.8			57.7			144.0			26.3	
Approach LOS		D			E			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	69.4	9.9	35.7	13.1	76.3	7.9	37.7				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	15.7	11.0	4.1	26.3	8.1	15.0	3.3	22.1				
Green Ext Time (p_c), s	0.0	9.6	0.0	3.6	0.0	5.5	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay											78.2	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary
 2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	67	126	203	16	131	55	84	567	16	48	581	74
Future Volume (veh/h)	67	126	203	16	131	55	84	567	16	48	581	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	85	159	257	20	166	70	106	718	20	61	735	94
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	106	383	325	55	204	86	129	2793	867	96	2716	823
Arrive On Green	0.06	0.20	0.20	0.03	0.16	0.16	0.07	0.55	0.55	0.11	1.00	1.00
Sat Flow, veh/h	1781	1870	1585	1767	1239	522	1781	5106	1585	1795	5147	1560
Grp Volume(v), veh/h	85	159	257	20	0	236	106	718	20	61	735	94
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1761	1781	1702	1585	1795	1716	1560
Q Serve(g_s), s	6.4	10.0	20.8	1.5	0.0	17.4	7.9	10.0	0.8	4.4	0.0	0.0
Cycle Q Clear(g_c), s	6.4	10.0	20.8	1.5	0.0	17.4	7.9	10.0	0.8	4.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	383	325	55	0	290	129	2793	867	96	2716	823
V/C Ratio(X)	0.80	0.42	0.79	0.36	0.00	0.81	0.82	0.26	0.02	0.64	0.27	0.11
Avail Cap(c_a), veh/h	143	603	511	202	0	607	194	2793	867	196	2716	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.94	0.94	0.94
Uniform Delay (d), s/veh	62.7	46.6	50.9	64.1	0.0	54.4	61.7	16.1	14.0	59.1	0.0	0.0
Incr Delay (d2), s/veh	15.1	0.9	5.3	1.5	0.0	11.5	9.3	0.2	0.0	2.5	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	4.8	8.7	0.7	0.0	8.7	3.9	4.0	0.3	2.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.8	47.5	56.2	65.5	0.0	65.9	71.1	16.3	14.1	61.5	0.2	0.3
LnGrp LOS	E	D	E	E	A	E	E	B	B	E	A	A
Approach Vol, veh/h		501			256			844			890	
Approach Delay, s/veh		57.1			65.9			23.2			4.4	
Approach LOS		E			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	76.9	14.2	28.7	12.5	79.5	8.8	34.2				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	14.7	39.3	10.8	46.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+1), s	19.9	2.0	8.4	19.4	6.4	12.0	3.5	22.8				
Green Ext Time (p_c), s	0.0	14.8	0.0	2.8	0.0	11.6	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay											27.7	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	29	255	145	47	332	113	160	587	50	166	740	50
Future Volume (veh/h)	29	255	145	47	332	113	160	587	50	166	740	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	33	290	165	53	377	128	182	667	57	189	841	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	1	1	1
Cap, veh/h	140	538	240	167	592	263	231	2831	878	239	2882	883
Arrive On Green	0.04	0.15	0.15	0.05	0.17	0.17	0.07	0.56	0.56	0.07	0.56	0.56
Sat Flow, veh/h	3456	3554	1585	3428	3526	1570	3428	5066	1572	3483	5147	1576
Grp Volume(v), veh/h	33	290	165	53	377	128	182	667	57	189	841	57
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1570	1714	1689	1572	1742	1716	1576
Q Serve(g_s), s	1.3	10.9	14.3	2.2	14.4	10.7	7.6	9.7	2.4	7.7	12.5	2.4
Cycle Q Clear(g_c), s	1.3	10.9	14.3	2.2	14.4	10.7	7.6	9.7	2.4	7.7	12.5	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	538	240	167	592	263	231	2831	878	239	2882	883
V/C Ratio(X)	0.24	0.54	0.69	0.32	0.64	0.49	0.79	0.24	0.06	0.79	0.29	0.06
Avail Cap(c_a), veh/h	462	1073	479	430	1065	474	442	2831	878	449	2882	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	67.4	56.8	58.3	66.6	56.2	54.7	66.6	16.3	14.6	66.5	16.8	14.6
Incr Delay (d2), s/veh	0.3	2.0	8.0	0.2	1.0	1.2	2.2	0.2	0.1	2.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.1	6.3	1.0	6.5	4.4	3.4	3.9	0.9	3.5	5.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	58.8	66.2	66.9	57.2	55.8	68.8	16.4	14.8	68.6	17.0	14.7
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	B	B
Approach Vol, veh/h		488			558			906			1087	
Approach Delay, s/veh		61.9			57.8			26.9			25.9	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	61.1	86.9	11.5	30.5	16.3	86.7	13.9	28.2				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1), s	19.6	14.5	3.3	16.4	9.7	11.7	4.2	16.3				
Green Ext Time (p_c), s	0.2	13.2	0.0	4.2	0.2	11.2	0.0	5.3				

Intersection Summary

HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	101	0	1	0	317	202	0	0	247	6
Future Vol, veh/h	1	0	101	0	1	0	317	202	0	0	247	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	1	0	125	0	1	0	391	249	0	0	305	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1341	1340	309	1402	1343	249	312	0	0	249	0	0
Stage 1	309	309	-	1031	1031	-	-	-	-	-	-	-
Stage 2	1032	1031	-	371	312	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	129	152	729	117	152	790	1237	-	-	1317	-	-
Stage 1	699	658	-	281	310	-	-	-	-	-	-	-
Stage 2	280	309	-	649	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	91	96	729	69	96	790	1237	-	-	1317	-	-
Mov Cap-2 Maneuver	91	96	-	69	96	-	-	-	-	-	-	-
Stage 1	442	658	-	178	196	-	-	-	-	-	-	-
Stage 2	176	196	-	538	658	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.5		43		5.7		0	
HCM LOS	B		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1237	-	-	682	96	1317	-	-
HCM Lane V/C Ratio	0.316	-	-	0.185	0.013	-	-	-
HCM Control Delay (s)	9.3	0	-	11.5	43	0	-	-
HCM Lane LOS	A	A	-	B	E	A	-	-
HCM 95th %tile Q(veh)	1.4	-	-	0.7	0	0	-	-

Intersection	
Intersection Delay, s/veh	69.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	119	44	12	160	306	41	212	8	126	225	3
Future Vol, veh/h	3	119	44	12	160	306	41	212	8	126	225	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	4	143	53	14	193	369	49	255	10	152	271	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19.8	121.5	30	53.3
HCM LOS	C	F	D	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	2%	3%	36%
Vol Thru, %	81%	72%	33%	64%
Vol Right, %	3%	27%	64%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	166	478	354
LT Vol	41	3	12	126
Through Vol	212	119	160	225
RT Vol	8	44	306	3
Lane Flow Rate	314	200	576	427
Geometry Grp	1	1	1	1
Degree of Util (X)	0.705	0.469	1.17	0.913
Departure Headway (Hd)	8.711	9.039	7.316	8.299
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	418	402	501	439
Service Time	6.711	7.039	5.316	6.299
HCM Lane V/C Ratio	0.751	0.498	1.15	0.973
HCM Control Delay	30	19.8	121.5	53.3
HCM Lane LOS	D	C	F	F
HCM 95th-tile Q	5.3	2.4	20.8	10.1

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	358	152	69	346	91	127	150	49	103	159	29
Future Volume (veh/h)	33	358	152	69	346	91	127	150	49	103	159	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	426	181	82	412	108	151	179	58	123	189	35
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	115	812	362	142	451	382	177	852	722	149	823	697
Arrive On Green	0.06	0.23	0.23	0.08	0.24	0.24	0.10	0.46	0.46	0.08	0.44	0.44
Sat Flow, veh/h	1795	3582	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	39	426	181	82	412	108	151	179	58	123	189	35
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.7	13.6	12.8	5.8	28.1	7.3	10.8	7.5	2.7	8.8	8.2	1.6
Cycle Q Clear(g_c), s	2.7	13.6	12.8	5.8	28.1	7.3	10.8	7.5	2.7	8.8	8.2	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	812	362	142	451	382	177	852	722	149	823	697
V/C Ratio(X)	0.34	0.52	0.50	0.58	0.91	0.28	0.85	0.21	0.08	0.83	0.23	0.05
Avail Cap(c_a), veh/h	290	937	418	285	485	411	288	852	722	288	823	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	44.1	43.8	57.7	47.9	40.0	57.6	21.3	20.0	58.6	22.7	20.9
Incr Delay (d2), s/veh	0.5	0.7	1.3	1.4	21.8	0.7	6.8	0.6	0.2	4.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.1	5.2	2.7	15.7	2.9	5.2	3.4	1.1	4.2	3.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	44.8	45.2	59.1	69.6	40.6	64.4	21.9	20.2	63.0	23.3	21.0
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	C	C
Approach Vol, veh/h		646			602			388			347	
Approach Delay, s/veh		45.7			63.0			38.2			37.2	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	63.2	12.3	37.6	14.9	65.2	14.4	35.5				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+1/2g), s	11.0	10.2	4.7	30.1	10.8	9.5	7.8	15.6				
Green Ext Time (p_c), s	0.1	1.6	0.0	1.5	0.1	1.3	0.1	4.9				

Intersection Summary

HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Intersection

Intersection Delay, s/veh 11.5
 Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations			↘		↘		↗
Traffic Vol, veh/h	0	0	279	0	83	0	96
Future Vol, veh/h	0	0	279	0	83	0	96
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	0	0	0	0	0	0	9
Mvmt Flow	0	0	404	0	120	0	139
Number of Lanes	0	0	1	0	1	0	1

Approach WB NB

Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	NB	
Conflicting Lanes Left	2	0
Conflicting Approach Right		WB
Conflicting Lanes Right	0	1
HCM Control Delay	13	9.2
HCM LOS	B	A

Lane NBLn1 NBLn2WBLn1

Vol Left, %	0%	0%	100%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	83	96	279
LT Vol	0	0	279
Through Vol	83	0	0
RT Vol	0	96	0
Lane Flow Rate	120	139	404
Geometry Grp	7	7	2
Degree of Util (X)	0.184	0.191	0.531
Departure Headway (Hd)	5.504	4.952	4.727
Convergence, Y/N	Yes	Yes	Yes
Cap	651	722	764
Service Time	3.249	2.697	2.76
HCM Lane V/C Ratio	0.184	0.193	0.529
HCM Control Delay	9.5	8.9	13
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.7	0.7	3.2

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	60	337	118	109	294	62	80	114	86	59	231	147
Future Volume (veh/h)	60	337	118	109	294	62	80	114	86	59	231	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	72	406	142	131	354	75	96	137	104	71	278	177
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	230	552	245	245	570	254	119	1483	662	588	1870	834
Arrive On Green	0.07	0.16	0.16	0.07	0.16	0.16	0.07	0.43	0.43	0.17	0.54	0.54
Sat Flow, veh/h	3428	3526	1566	3456	3554	1585	1711	3413	1522	3374	3469	1547
Grp Volume(v), veh/h	72	406	142	131	354	75	96	137	104	71	278	177
Grp Sat Flow(s),veh/h/ln	1714	1763	1566	1728	1777	1585	1711	1706	1522	1687	1735	1547
Q Serve(g_s), s	2.8	15.4	11.8	5.1	13.0	5.8	7.7	3.3	5.8	2.5	5.6	8.3
Cycle Q Clear(g_c), s	2.8	15.4	11.8	5.1	13.0	5.8	7.7	3.3	5.8	2.5	5.6	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	552	245	245	570	254	119	1483	662	588	1870	834
V/C Ratio(X)	0.31	0.74	0.58	0.53	0.62	0.29	0.80	0.09	0.16	0.12	0.15	0.21
Avail Cap(c_a), veh/h	598	856	380	602	863	385	298	1483	662	588	1870	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	56.3	54.8	62.8	54.8	51.8	64.2	23.3	24.0	48.8	16.2	16.8
Incr Delay (d2), s/veh	0.3	2.8	3.2	0.7	1.6	0.9	4.7	0.1	0.5	0.4	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.1	4.9	2.3	6.0	2.4	3.5	1.4	2.2	1.1	2.3	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	59.1	57.9	63.5	56.4	52.7	68.9	23.4	24.5	49.2	16.3	17.4
LnGrp LOS	E	E	E	E	E	D	E	C	C	D	B	B
Approach Vol, veh/h		620			560			337			526	
Approach Delay, s/veh		59.2			57.6			36.7			21.1	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	81.2	15.0	28.5	30.0	66.5	15.5	27.9				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+1), s	19.7	10.3	4.8	15.0	4.5	7.8	7.1	17.4				
Green Ext Time (p_c), s	0.1	6.8	0.1	3.5	0.1	2.4	0.2	4.1				

Intersection Summary

HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM Pk Hr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	222	263	260	420	195
Future Volume (veh/h)	77	222	263	260	420	195
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	292	346	342	553	257
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	371	330	356	2393	1515	676
Arrive On Green	0.21	0.21	0.20	0.67	0.43	0.43
Sat Flow, veh/h	1795	1598	1781	3647	3647	1585
Grp Volume(v), veh/h	101	292	346	342	553	257
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1585
Q Serve(g_s), s	4.0	15.1	16.4	3.0	9.0	9.4
Cycle Q Clear(g_c), s	4.0	15.1	16.4	3.0	9.0	9.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	371	330	356	2393	1515	676
V/C Ratio(X)	0.27	0.88	0.97	0.14	0.36	0.38
Avail Cap(c_a), veh/h	530	472	356	2393	1515	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	28.3	32.7	33.8	5.0	16.6	16.7
Incr Delay (d2), s/veh	0.1	10.4	39.7	0.1	0.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.6	10.8	1.0	3.6	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.5	43.2	73.5	5.1	17.2	18.3
LnGrp LOS	C	D	E	A	B	B
Approach Vol, veh/h	393			688	810	
Approach Delay, s/veh	39.4			39.5	17.5	
Approach LOS	D			D	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	1.0	41.5		62.5	22.5	
Change Period (Y+Rc), s	4.0	5.3		5.3	4.9	
Max Green Setting (Gmax), s	1.0	28.7		49.7	25.1	
Max Q Clear Time (g_c+11), s	1.0	11.4		5.0	17.1	
Green Ext Time (p_c), s	0.0	5.5		3.1	0.5	
Intersection Summary						
HCM 6th Ctrl Delay			30.1			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	306	194	35	363	180	70	335	20	70	536	70
Future Volume (veh/h)	40	306	194	35	363	180	70	335	20	70	536	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	46	352	223	40	417	207	80	385	23	80	616	80
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	91	412	350	87	411	348	102	1935	843	103	1951	849
Arrive On Green	0.05	0.22	0.22	0.05	0.22	0.22	0.06	0.55	0.55	0.06	0.55	0.55
Sat Flow, veh/h	1781	1870	1585	1795	1885	1595	1767	3526	1536	1781	3554	1547
Grp Volume(v), veh/h	46	352	223	40	417	207	80	385	23	80	616	80
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1795	1885	1595	1767	1763	1536	1781	1777	1547
Q Serve(g_s), s	3.8	27.1	19.1	3.3	32.7	17.5	6.7	8.3	1.0	6.6	14.2	3.7
Cycle Q Clear(g_c), s	3.8	27.1	19.1	3.3	32.7	17.5	6.7	8.3	1.0	6.6	14.2	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	412	350	87	411	348	102	1935	843	103	1951	849
V/C Ratio(X)	0.50	0.85	0.64	0.46	1.01	0.60	0.78	0.20	0.03	0.78	0.32	0.09
Avail Cap(c_a), veh/h	392	495	420	311	411	348	365	1935	843	309	1951	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	56.1	53.0	69.4	58.7	52.7	69.7	17.1	15.5	69.7	18.5	16.1
Incr Delay (d2), s/veh	1.6	13.0	3.3	1.4	48.1	3.4	4.7	0.2	0.1	4.6	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	14.3	8.0	1.5	21.1	7.4	3.2	3.5	0.4	3.2	6.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	69.2	56.3	70.8	106.8	56.1	74.4	17.4	15.5	74.3	18.9	16.3
LnGrp LOS	E	E	E	E	F	E	E	B	B	E	B	B
Approach Vol, veh/h		621			664			488			776	
Approach Delay, s/veh		64.7			88.8			26.6			24.3	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	87.6	11.7	38.0	12.7	87.6	11.3	38.4				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	33.0	32.7	26.0	39.7	26.0	39.7				
Max Q Clear Time (g_c+1), s	19.5	16.2	5.8	34.7	8.6	10.3	5.3	29.1				
Green Ext Time (p_c), s	0.1	6.2	0.0	0.0	0.1	4.2	0.0	3.2				
Intersection Summary												
HCM 6th Ctrl Delay											51.4	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	269	153	44	407	89	127	321	61	126	690	40
Future Volume (veh/h)	15	269	153	44	407	89	127	321	61	126	690	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	17	302	172	49	457	100	143	361	69	142	775	45
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	62	437	370	117	504	427	169	1310	248	171	1527	89
Arrive On Green	0.04	0.24	0.24	0.07	0.27	0.27	0.10	0.44	0.44	0.10	0.44	0.44
Sat Flow, veh/h	1739	1826	1545	1781	1870	1585	1767	2947	557	1795	3435	199
Grp Volume(v), veh/h	17	302	172	49	457	100	143	214	216	142	404	416
Grp Sat Flow(s),veh/h/ln	1739	1826	1545	1781	1870	1585	1767	1763	1741	1795	1791	1844
Q Serve(g_s), s	1.2	18.8	11.9	3.3	29.5	6.2	10.0	9.6	9.8	9.7	20.2	20.2
Cycle Q Clear(g_c), s	1.2	18.8	11.9	3.3	29.5	6.2	10.0	9.6	9.8	9.7	20.2	20.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.11
Lane Grp Cap(c), veh/h	62	437	370	117	504	427	169	784	774	171	796	819
V/C Ratio(X)	0.27	0.69	0.46	0.42	0.91	0.23	0.85	0.27	0.28	0.83	0.51	0.51
Avail Cap(c_a), veh/h	153	574	486	157	588	498	226	784	774	230	796	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	58.7	43.3	40.7	56.1	44.2	35.6	55.6	21.9	22.0	55.5	24.9	24.9
Incr Delay (d2), s/veh	0.9	1.7	0.6	0.9	16.5	0.3	15.6	0.9	0.9	12.2	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.7	4.6	1.5	15.9	2.4	5.2	4.2	4.2	5.0	9.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	45.0	41.3	57.0	60.7	35.9	71.2	22.8	22.9	67.8	27.1	27.0
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	C	C
Approach Vol, veh/h		491			606			573			962	
Approach Delay, s/veh		44.2			56.3			34.9			33.0	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	61.3	8.5	39.4	15.9	61.3	12.2	35.6				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	10.0	39.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+1/2g), s	11.0	22.2	3.2	31.5	11.7	11.8	5.3	20.8				
Green Ext Time (p_c), s	0.1	4.9	0.0	2.1	0.1	3.0	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	959	491	0	1460	650	0	0	0	66	0	729
Future Volume (veh/h)	0	959	491	0	1460	650	0	0	0	66	0	729
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1020	522	0	1916	0				70	0	776
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	3674	905	0	4272					930	0	751
Arrive On Green	0.00	0.57	0.57	0.00	0.76	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	6696	1585	0	7481	1585				3483	0	2812
Grp Volume(v), veh/h	0	1020	522	0	1916	0				70	0	776
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	10.5	27.4	0.0	12.1	0.0				2.0	0.0	34.7
Cycle Q Clear(g_c), s	0.0	10.5	27.4	0.0	12.1	0.0				2.0	0.0	34.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3674	905	0	4272					930	0	751
V/C Ratio(X)	0.00	0.28	0.58	0.00	0.45					0.08	0.00	1.03
Avail Cap(c_a), veh/h	0	4019	990	0	4673					930	0	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	17.8	0.0	8.2	0.0				35.6	0.0	47.7
Incr Delay (d2), s/veh	0.0	0.2	2.7	0.0	0.3	0.0				0.1	0.0	41.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	10.5	0.0	4.0	0.0				0.9	0.0	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.4	20.5	0.0	8.5	0.0				35.7	0.0	89.6
LnGrp LOS		A	B	C	A	A				D	A	F
Approach Vol, veh/h		1542			1916					846		
Approach Delay, s/veh		16.5			8.5					85.1		
Approach LOS		B			A					F		
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		81.0		42.0		81.0						
Change Period (Y+Rc), s		6.8		7.3		6.8						
Max Green Setting (Gmax), s		81.2		34.7		81.2						
Max Q Clear Time (g_c+I1), s		29.4		36.7		14.1						
Green Ext Time (p_c), s		38.8		0.0		60.1						

Intersection Summary

HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	812	213	0	1656	79	454	0	504	0	0	0
Future Volume (veh/h)	0	812	213	0	1656	79	454	0	504	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No		No		No		No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	902	0	0	1840	88	504	0	560			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	902	0	0	1840	88	504	0	560			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	11.6	0.0	0.0	17.1	3.1	10.2	0.0	23.0			
Cycle Q Clear(g_c), s	0.0	11.6	0.0	0.0	17.1	3.1	10.2	0.0	23.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.30		0.00	0.41	0.09	0.33	0.00	0.66			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.98	0.00	0.00	0.74	0.74	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.6	0.0	0.0	14.8	11.9	34.4	0.0	38.8			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.1	0.6	0.0	3.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.5	0.0	0.0	5.9	1.2	4.2	0.0	8.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.9	0.0	0.0	15.0	12.0	35.0	0.0	42.7			
LnGrp LOS		A	B		A	B	B	C	A			D
Approach Vol, veh/h		902			1928				1064			
Approach Delay, s/veh		13.9			14.9				39.0			
Approach LOS		B			B				D			
Timer - Assigned Phs		2				6			8			
Phs Duration (G+Y+Rc), s		82.8				82.8			47.2			
Change Period (Y+Rc), s		6.8				6.8			6.8			
Max Green Setting (Gmax), s		76.0				76.0			40.4			
Max Q Clear Time (g_c+1), s		13.6				19.1			25.0			
Green Ext Time (p_c), s		25.8				51.4			8.3			

Intersection Summary

HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM PK Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖↗
Traffic Volume (veh/h)	271	832	214	148	1021	160	232	263	120	170	308	482
Future Volume (veh/h)	271	832	214	148	1021	160	232	263	120	170	308	482
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	291	895	230	159	1098	172	249	283	129	183	331	518
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	340	2190	680	290	2129	661	312	889	373	314	1305	703
Arrive On Green	0.10	0.43	0.43	0.08	0.42	0.42	0.09	0.25	0.25	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1584	3456	3505	1470	3483	5147	2773
Grp Volume(v), veh/h	291	895	230	159	1098	172	249	274	138	183	331	518
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1584	1728	1702	1571	1742	1716	1387
Q Serve(g_s), s	13.0	18.9	15.1	6.8	24.8	11.0	10.9	10.1	11.1	7.8	8.0	26.6
Cycle Q Clear(g_c), s	13.0	18.9	15.1	6.8	24.8	11.0	10.9	10.1	11.1	7.8	8.0	26.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	340	2190	680	290	2129	661	312	863	398	314	1305	703
V/C Ratio(X)	0.86	0.41	0.34	0.55	0.52	0.26	0.80	0.32	0.35	0.58	0.25	0.74
Avail Cap(c_a), veh/h	553	2190	680	557	2129	661	669	863	398	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.7	30.3	29.3	68.2	33.6	29.5	69.1	47.0	47.3	67.7	46.2	53.1
Incr Delay (d2), s/veh	3.5	0.5	1.2	0.6	0.9	1.0	1.8	1.0	2.4	0.6	0.5	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	7.9	6.0	3.1	10.5	4.5	4.9	4.5	4.7	3.5	3.5	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	30.9	30.5	68.8	34.5	30.5	70.9	47.9	49.7	68.3	46.6	59.9
LnGrp LOS	E	C	C	E	C	C	E	D	D	E	D	E
Approach Vol, veh/h		1416			1429			661			1032	
Approach Delay, s/veh		39.3			37.8			57.0			57.1	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	70.6	19.0	45.0	18.0	73.0	19.0	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+1/5), s	11.0	26.8	9.8	13.1	8.8	20.9	12.9	28.6				
Green Ext Time (p_c), s	0.4	5.8	0.3	1.7	0.2	6.9	0.4	3.7				

Intersection Summary

HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	8	3	454	25	3
Future Vol, veh/h	245	8	3	454	25	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	4	4	0	0
Mvmt Flow	288	9	4	534	29	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	297	0	835 293
Stage 1	-	-	-	-	293 -
Stage 2	-	-	-	-	542 -
Critical Hdwy	-	-	4.14	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.236	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1253	-	340 751
Stage 1	-	-	-	-	762 -
Stage 2	-	-	-	-	587 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1253	-	338 751
Mov Cap-2 Maneuver	-	-	-	-	338 -
Stage 1	-	-	-	-	762 -
Stage 2	-	-	-	-	584 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	1253	-
HCM Lane V/C Ratio	0.092	-	-	0.003	-
HCM Control Delay (s)	16	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	9	104	36	60	175	3
Future Vol, veh/h	9	104	36	60	175	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	113	39	65	190	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	335	192	193	0	0
Stage 1	192	-	-	-	-
Stage 2	143	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	664	855	1392	-	-
Stage 1	845	-	-	-	-
Stage 2	889	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	645	855	1392	-	-
Mov Cap-2 Maneuver	645	-	-	-	-
Stage 1	820	-	-	-	-
Stage 2	889	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1392	-	833	-	-
HCM Lane V/C Ratio	0.028	-	0.147	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	356	115	31	382	3	57	11	27	2	14	9
Future Vol, veh/h	8	356	115	31	382	3	57	11	27	2	14	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	0	0	0	0	0	0
Mvmt Flow	8	363	117	32	390	3	58	11	28	2	14	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.5	14.2	10.2	9.3
HCM LOS	C	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	2%	7%	8%
Vol Thru, %	12%	74%	92%	56%
Vol Right, %	28%	24%	1%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	479	416	25
LT Vol	57	8	31	2
Through Vol	11	356	382	14
RT Vol	27	115	3	9
Lane Flow Rate	97	489	424	26
Geometry Grp	1	1	1	1
Degree of Util (X)	0.162	0.631	0.568	0.043
Departure Headway (Hd)	6.023	4.649	4.821	6.068
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	599	767	739	593
Service Time	4.024	2.734	2.911	4.073
HCM Lane V/C Ratio	0.162	0.638	0.574	0.044
HCM Control Delay	10.2	15.5	14.2	9.3
HCM Lane LOS	B	C	B	A
HCM 95th-tile Q	0.6	4.5	3.6	0.1

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	299	63	36	285	370	145	92	34	185	125	18
Future Volume (veh/h)	20	299	63	36	285	370	145	92	34	185	125	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	21	311	66	38	297	385	151	96	35	193	130	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	55	765	341	75	424	359	174	912	773	216	805	118
Arrive On Green	0.03	0.22	0.22	0.04	0.23	0.23	0.10	0.49	0.49	0.12	0.51	0.51
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	1870	1585	1753	1570	229
Grp Volume(v), veh/h	21	311	66	38	297	385	151	96	35	193	0	149
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1870	1585	1753	0	1799
Q Serve(g_s), s	1.7	11.3	5.1	3.1	21.9	34.0	12.5	4.2	1.7	16.3	0.0	6.6
Cycle Q Clear(g_c), s	1.7	11.3	5.1	3.1	21.9	34.0	12.5	4.2	1.7	16.3	0.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	55	765	341	75	424	359	174	912	773	216	0	923
V/C Ratio(X)	0.38	0.41	0.19	0.50	0.70	1.07	0.87	0.11	0.05	0.89	0.00	0.16
Avail Cap(c_a), veh/h	368	806	359	368	424	359	368	912	773	339	0	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	50.6	48.2	70.3	53.3	58.0	66.7	20.7	20.1	64.8	0.0	19.4
Incr Delay (d2), s/veh	1.6	0.6	0.5	1.9	6.1	67.8	5.0	0.2	0.1	11.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.1	2.1	1.5	11.1	20.4	6.0	1.9	0.7	8.0	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	51.2	48.7	72.2	59.4	125.8	71.7	21.0	20.2	76.6	0.0	19.8
LnGrp LOS	E	D	D	E	E	F	E	C	C	E	A	B
Approach Vol, veh/h		398			720			282			342	
Approach Delay, s/veh		52.0			95.6			48.0			51.8	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	82.7	8.7	40.0	22.5	78.9	10.4	38.3				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	29.0	36.3	31.0	34.0				
Max Q Clear Time (g_c+1/4), s	14.5	8.6	3.7	36.0	18.3	6.2	5.1	13.3				
Green Ext Time (p_c), s	0.2	0.8	0.0	0.0	0.2	0.6	0.0	3.7				

Intersection Summary

HCM 6th Ctrl Delay	69.3
HCM 6th LOS	E

Intersection						
Int Delay, s/veh	5.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	9	0	0	3	0	0
Future Vol, veh/h	9	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	0	0	3	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	3	2	0	0	3	0
Stage 1	2	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1025	1088	-	-	1632	-
Stage 1	1026	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1025	1088	-	-	1632	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1028	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1025	1632
HCM Lane V/C Ratio	-	-	0.01	-
HCM Control Delay (s)	-	-	8.5	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	0	3	11	0	9
Future Vol, veh/h	31	0	3	11	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	0	3	12	0	10

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	19	9	0	0	15
Stage 1	9	-	-	-	-
Stage 2	10	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	1004	1079	-	-	1616
Stage 1	1019	-	-	-	-
Stage 2	1018	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	1004	1079	-	-	1616
Mov Cap-2 Maneuver	1004	-	-	-	-
Stage 1	1019	-	-	-	-
Stage 2	1018	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1004	1616
HCM Lane V/C Ratio	-	-	0.034	-
HCM Control Delay (s)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	0	25	14	0	74
Future Vol, veh/h	40	0	25	14	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	0	27	15	0	80

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	43	0	112 43
Stage 1	-	-	-	-	43 -
Stage 2	-	-	-	-	69 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1579	-	890 1033
Stage 1	-	-	-	-	985 -
Stage 2	-	-	-	-	959 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	1579	-	875 1033
Mov Cap-2 Maneuver	-	-	-	-	875 -
Stage 1	-	-	-	-	985 -
Stage 2	-	-	-	-	943 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1033	-	-	1579	-
HCM Lane V/C Ratio	0.078	-	-	0.017	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	55	19	21	9	2
Future Vol, veh/h	6	55	19	21	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	60	21	23	10	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	76	11	12	0	0
Stage 1	11	-	-	-	-
Stage 2	65	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	932	1076	1620	-	-
Stage 1	1017	-	-	-	-
Stage 2	963	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	920	1076	1620	-	-
Mov Cap-2 Maneuver	920	-	-	-	-
Stage 1	1004	-	-	-	-
Stage 2	963	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	3.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1620	-	1058	-	-
HCM Lane V/C Ratio	0.013	-	0.063	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	58	20	34	60	2
Future Vol, veh/h	6	58	20	34	60	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	63	22	37	65	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	147	66	67	0	0
Stage 1	66	-	-	-	-
Stage 2	81	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	850	1003	1547	-	-
Stage 1	962	-	-	-	-
Stage 2	947	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	837	1003	1547	-	-
Mov Cap-2 Maneuver	837	-	-	-	-
Stage 1	948	-	-	-	-
Stage 2	947	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	985	-	-
HCM Lane V/C Ratio	0.014	-	0.071	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	6	61	21	48	117	2
Future Vol, veh/h	6	61	21	48	117	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	66	23	52	127	2

























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	226	128	129	0	0
Stage 1	128	-	-	-	-
Stage 2	98	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	767	927	1469	-	-
Stage 1	903	-	-	-	-
Stage 2	931	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	755	927	1469	-	-
Mov Cap-2 Maneuver	755	-	-	-	-
Stage 1	889	-	-	-	-
Stage 2	931	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1469	-	908	-	-
HCM Lane V/C Ratio	0.016	-	0.08	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	37	110	5	62	29	121	374	12	19	266	11
Future Volume (veh/h)	9	37	110	5	62	29	121	374	12	19	266	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	10	41	122	6	69	32	134	416	13	21	296	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	33	188	159	21	167	142	207	2531	1129	58	3433	1066
Arrive On Green	0.02	0.10	0.10	0.01	0.09	0.09	0.12	1.00	1.00	0.03	0.67	0.67
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3510	3610	1610	1795	5147	1598
Grp Volume(v), veh/h	10	41	122	6	69	32	134	416	13	21	296	12
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1755	1805	1610	1795	1716	1598
Q Serve(g_s), s	0.7	2.7	10.1	0.5	4.7	2.5	4.9	0.0	0.0	1.5	2.7	0.3
Cycle Q Clear(g_c), s	0.7	2.7	10.1	0.5	4.7	2.5	4.9	0.0	0.0	1.5	2.7	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	188	159	21	167	142	207	2531	1129	58	3433	1066
V/C Ratio(X)	0.30	0.22	0.77	0.28	0.41	0.23	0.65	0.16	0.01	0.36	0.09	0.01
Avail Cap(c_a), veh/h	203	612	519	211	612	519	356	2531	1129	196	3433	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	55.8	59.2	66.1	58.1	57.1	58.2	0.0	0.0	64.0	7.9	7.5
Incr Delay (d2), s/veh	1.9	1.4	16.3	2.6	2.8	1.4	1.3	0.1	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	4.8	0.2	2.4	1.1	2.1	0.0	0.0	0.7	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	57.2	75.4	68.8	60.9	58.5	59.5	0.1	0.0	65.4	8.0	7.6
LnGrp LOS	E	E	E	E	E	E	E	A	A	E	A	A
Approach Vol, veh/h		173			107			563			329	
Approach Delay, s/veh		70.6			60.6			14.3			11.6	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	95.8	7.1	17.9	9.7	100.3	5.6	19.4				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	6.9	4.7	2.7	6.7	3.5	2.0	2.5	12.1				
Green Ext Time (p_c), s	0.1	4.5	0.0	0.8	0.0	6.5	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	48	81	31	91	26	120	461	24	51	371	10
Future Volume (veh/h)	11	48	81	31	91	26	120	461	24	51	371	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	12	55	92	35	103	30	136	524	27	58	422	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	39	166	141	78	137	40	160	3388	1052	94	3176	963
Arrive On Green	0.02	0.09	0.09	0.04	0.10	0.10	0.09	0.65	0.65	0.11	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1795	1403	409	1810	5187	1610	1795	5147	1561
Grp Volume(v), veh/h	12	55	92	35	0	133	136	524	27	58	422	11
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1812	1810	1729	1610	1795	1716	1561
Q Serve(g_s), s	0.9	3.7	7.5	2.6	0.0	9.7	10.0	5.3	0.8	4.2	0.0	0.0
Cycle Q Clear(g_c), s	0.9	3.7	7.5	2.6	0.0	9.7	10.0	5.3	0.8	4.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	166	141	78	0	176	160	3388	1052	94	3176	963
V/C Ratio(X)	0.31	0.33	0.65	0.45	0.00	0.75	0.85	0.15	0.03	0.62	0.13	0.01
Avail Cap(c_a), veh/h	185	612	519	205	0	584	197	3388	1052	196	3176	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	65.1	57.9	59.6	63.0	0.0	59.4	60.6	9.0	8.3	59.1	0.0	0.0
Incr Delay (d2), s/veh	1.7	1.4	6.1	1.5	0.0	13.6	20.2	0.1	0.0	2.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.8	3.3	1.2	0.0	5.1	5.4	1.8	0.3	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	59.3	65.7	64.5	0.0	72.9	80.8	9.1	8.3	61.5	0.1	0.0
LnGrp LOS	E	E	E	E	A	E	F	A	A	E	A	A
Approach Vol, veh/h		159			168			687			491	
Approach Delay, s/veh		63.6			71.2			23.3			7.3	
Approach LOS		E			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	89.0	9.1	19.6	12.4	93.9	10.4	18.3				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+1/2g), s	11.0	2.0	2.9	11.7	6.2	7.3	4.6	9.5				
Green Ext Time (p_c), s	0.0	6.6	0.0	1.5	0.0	8.2	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	36	361	113	36	338	155	243	657	92	144	464	31
Future Volume (veh/h)	36	361	113	36	338	155	243	657	92	144	464	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	38	384	120	38	360	165	259	699	98	153	494	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	152	568	253	152	597	266	309	2952	916	202	2774	850
Arrive On Green	0.04	0.16	0.16	0.04	0.17	0.17	0.09	0.57	0.57	0.06	0.54	0.54
Sat Flow, veh/h	3510	3610	1610	3510	3610	1607	3510	5187	1609	3483	5147	1576
Grp Volume(v), veh/h	38	384	120	38	360	165	259	699	98	153	494	33
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1607	1755	1729	1609	1742	1716	1576
Q Serve(g_s), s	1.5	14.5	9.8	1.5	13.4	13.8	10.5	9.7	4.1	6.3	7.1	1.4
Cycle Q Clear(g_c), s	1.5	14.5	9.8	1.5	13.4	13.8	10.5	9.7	4.1	6.3	7.1	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	568	253	152	597	266	309	2952	916	202	2774	850
V/C Ratio(X)	0.25	0.68	0.47	0.25	0.60	0.62	0.84	0.24	0.11	0.76	0.18	0.04
Avail Cap(c_a), veh/h	470	1090	486	441	1090	486	453	2952	916	449	2774	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	67.1	57.6	55.6	67.1	56.1	56.3	65.1	15.6	14.3	67.3	17.0	15.7
Incr Delay (d2), s/veh	0.3	3.3	3.2	0.2	0.8	2.0	5.9	0.2	0.2	2.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.8	4.2	0.7	6.0	5.7	4.9	3.7	1.5	2.8	2.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	60.9	58.9	67.3	56.9	58.2	71.0	15.8	14.6	69.4	17.2	15.8
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	B	B
Approach Vol, veh/h		542			563			1056			680	
Approach Delay, s/veh		60.9			58.0			29.2			28.9	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	83.9	11.9	30.2	14.7	88.2	13.1	29.0				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.5	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1/2), s	12.5	9.1	3.5	15.8	8.3	11.7	3.5	16.5				
Green Ext Time (p_c), s	0.2	7.6	0.0	3.8	0.2	11.3	0.0	5.9				
Intersection Summary												
HCM 6th Ctrl Delay											40.9	
HCM 6th LOS											D	

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	56	0	0	0	103	216	1	0	238	3
Future Vol, veh/h	4	0	56	0	0	0	103	216	1	0	238	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	1	1	1
Mvmt Flow	5	0	65	0	0	0	120	251	1	0	277	3

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	771	771	279	803	772	252	280	0	0	252	0	0
Stage 1	279	279	-	492	492	-	-	-	-	-	-	-
Stage 2	492	492	-	311	280	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	320	333	765	302	330	787	1288	-	-	1319	-	-
Stage 1	732	683	-	558	548	-	-	-	-	-	-	-
Stage 2	562	551	-	699	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	293	297	765	253	294	787	1288	-	-	1319	-	-
Mov Cap-2 Maneuver	293	297	-	253	294	-	-	-	-	-	-	-
Stage 1	653	683	-	498	489	-	-	-	-	-	-	-
Stage 2	501	491	-	640	679	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	0	2.6	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1288	-	-	691	-	1319	-	-
HCM Lane V/C Ratio	0.093	-	-	0.101	-	-	-	-
HCM Control Delay (s)	8.1	0	-	10.8	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-	0	-	-

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	86	30	6	96	105	46	205	6	105	190	2
Future Vol, veh/h	3	86	30	6	96	105	46	205	6	105	190	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	3	98	34	7	109	119	52	233	7	119	216	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	11.9	13.2	14.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	3%	3%	35%
Vol Thru, %	80%	72%	46%	64%
Vol Right, %	2%	25%	51%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	119	207	297
LT Vol	46	3	6	105
Through Vol	205	86	96	190
RT Vol	6	30	105	2
Lane Flow Rate	292	135	235	338
Geometry Grp	1	1	1	1
Degree of Util (X)	0.453	0.224	0.366	0.521
Departure Headway (Hd)	5.583	5.972	5.6	5.552
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	642	596	637	648
Service Time	3.648	4.057	3.674	3.614
HCM Lane V/C Ratio	0.455	0.227	0.369	0.522
HCM Control Delay	13.2	10.8	11.9	14.6
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.4	0.9	1.7	3

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	453	81	36	379	85	104	152	54	76	142	13
Future Volume (veh/h)	20	453	81	36	379	85	104	152	54	76	142	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	22	487	87	39	408	91	112	163	58	82	153	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	83	785	350	116	450	381	149	910	772	144	905	767
Arrive On Green	0.05	0.22	0.22	0.06	0.24	0.24	0.08	0.48	0.48	0.08	0.48	0.48
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	22	487	87	39	408	91	112	163	58	82	153	14
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	1.5	16.0	5.8	2.7	27.1	5.9	7.9	6.4	2.5	5.7	6.0	0.6
Cycle Q Clear(g_c), s	1.5	16.0	5.8	2.7	27.1	5.9	7.9	6.4	2.5	5.7	6.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	785	350	116	450	381	149	910	772	144	905	767
V/C Ratio(X)	0.26	0.62	0.25	0.34	0.91	0.24	0.75	0.18	0.08	0.57	0.17	0.02
Avail Cap(c_a), veh/h	290	937	418	292	497	421	290	910	772	290	905	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	45.9	41.9	58.2	48.2	40.2	58.3	19.0	18.0	57.6	19.1	17.7
Incr Delay (d2), s/veh	0.5	1.1	0.4	0.6	20.3	0.5	2.8	0.4	0.2	1.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.0	2.3	1.2	14.9	2.3	3.6	2.8	0.9	2.7	2.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	46.9	42.4	58.8	68.6	40.7	61.1	19.5	18.2	58.9	19.5	17.8
LnGrp LOS	E	D	D	E	E	D	E	B	B	E	B	B
Approach Vol, veh/h		596			538			333			249	
Approach Delay, s/veh		46.8			63.1			33.3			32.4	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	68.4	10.0	36.8	14.4	68.8	12.3	34.5				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+1), s	19.5	8.0	3.5	29.1	7.7	8.4	4.7	18.0				
Green Ext Time (p_c), s	0.1	1.2	0.0	1.6	0.1	1.0	0.0	4.1				

Intersection Summary

HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Intersection

Intersection Delay, s/veh 11.6
 Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations			↘		↘		↗
Traffic Vol, veh/h	0	0	188	0	30	0	317
Future Vol, veh/h	0	0	188	0	30	0	317
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	2
Mvmt Flow	0	0	251	0	40	0	423
Number of Lanes	0	0	1	0	1	0	1

Approach	WB	NB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	NB	
Conflicting Lanes Left	2	0
Conflicting Approach Right		WB
Conflicting Lanes Right	0	1
HCM Control Delay	11	11.9
HCM LOS	B	B

Lane	NBLn1	NBLn2	WBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	30	317	188
LT Vol	0	0	188
Through Vol	30	0	0
RT Vol	0	317	0
Lane Flow Rate	40	423	251
Geometry Grp	7	7	2
Degree of Util (X)	0.057	0.528	0.357
Departure Headway (Hd)	5.17	4.5	5.129
Convergence, Y/N	Yes	Yes	Yes
Cap	692	799	699
Service Time	2.906	2.235	3.178
HCM Lane V/C Ratio	0.058	0.529	0.359
HCM Control Delay	8.2	12.2	11
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.2	3.1	1.6

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	122	343	103	77	304	52	140	225	70	37	132	80
Future Volume (veh/h)	122	343	103	77	304	52	140	225	70	37	132	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	361	108	81	320	55	147	237	74	39	139	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	495	220	240	490	219	145	1644	733	612	1985	885
Arrive On Green	0.07	0.14	0.14	0.07	0.14	0.14	0.08	0.46	0.46	0.17	0.55	0.55
Sat Flow, veh/h	3483	3582	1591	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	128	361	108	81	320	55	147	237	74	39	139	84
Grp Sat Flow(s),veh/h/ln	1742	1791	1591	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	5.0	13.5	8.8	3.1	11.8	4.3	11.2	5.4	3.7	1.3	2.5	3.5
Cycle Q Clear(g_c), s	5.0	13.5	8.8	3.1	11.8	4.3	11.2	5.4	3.7	1.3	2.5	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	495	220	240	490	219	145	1644	733	612	1985	885
V/C Ratio(X)	0.52	0.73	0.49	0.34	0.65	0.25	1.02	0.14	0.10	0.06	0.07	0.09
Avail Cap(c_a), veh/h	607	870	386	612	877	391	145	1644	733	612	1985	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.7	57.8	55.8	62.2	57.4	54.1	64.4	22.2	21.8	48.3	14.8	15.0
Incr Delay (d2), s/veh	0.6	3.0	2.5	0.3	2.2	0.9	78.2	0.2	0.3	0.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.2	3.6	1.4	5.4	1.7	8.2	2.3	1.4	0.6	1.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	60.8	58.2	62.5	59.5	55.0	142.6	22.4	22.0	48.5	14.8	15.2
LnGrp LOS	E	E	E	E	E	E	F	C	C	D	B	B
Approach Vol, veh/h		597			456			458			262	
Approach Delay, s/veh		60.9			59.5			60.9			20.0	
Approach LOS		E			E			E			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	82.7	15.5	25.0	30.0	69.5	15.2	25.4				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	30	47.5	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+Y+Rc), s	13	5.5	7.0	13.8	3.3	7.4	5.1	15.5				
Green Ext Time (p_c), s	0.0	3.6	0.2	2.7	0.0	3.3	0.1	3.3				

Intersection Summary

HCM 6th Ctrl Delay		54.5										
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	87	156	457	322	68
Future Volume (veh/h)	81	87	156	457	322	68
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	100	107	193	564	398	84
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	168	149	211	2817	2245	1001
Arrive On Green	0.09	0.09	0.12	0.79	0.62	0.62
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	100	107	193	564	398	84
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	4.5	5.5	9.0	3.4	4.0	1.8
Cycle Q Clear(g_c), s	4.5	5.5	9.0	3.4	4.0	1.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	168	149	211	2817	2245	1001
V/C Ratio(X)	0.60	0.72	0.91	0.20	0.18	0.08
Avail Cap(c_a), veh/h	530	472	211	2817	2245	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.99
Uniform Delay (d), s/veh	37.0	37.4	37.1	2.3	6.8	6.4
Incr Delay (d2), s/veh	1.3	2.4	38.2	0.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.2	6.1	0.8	1.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.3	39.8	75.3	2.5	7.0	6.6
LnGrp LOS	D	D	E	A	A	A
Approach Vol, veh/h	207			757	482	
Approach Delay, s/veh	39.1			21.0	6.9	
Approach LOS	D			C	A	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	4.0	58.2		72.2	12.8	
Change Period (Y+Rc), s	4.0	5.3		5.3	4.9	
Max Green Setting (Gmax), s	10.0	35.7		49.7	25.1	
Max Q Clear Time (g_c+I1), s	10.0	6.0		5.4	7.5	
Green Ext Time (p_c), s	0.0	3.6		5.5	0.3	

Intersection Summary

HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	415	249	22	385	74	124	536	46	43	334	46
Future Volume (veh/h)	53	415	249	22	385	74	124	536	46	43	334	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	56	441	265	23	410	79	132	570	49	46	355	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	98	473	401	66	437	370	155	1931	841	93	1819	792
Arrive On Green	0.05	0.25	0.25	0.04	0.23	0.23	0.09	0.54	0.54	0.05	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1560	1810	3610	1571
Grp Volume(v), veh/h	56	441	265	23	410	79	132	570	49	46	355	49
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1560	1810	1805	1571
Q Serve(g_s), s	4.5	34.1	22.2	1.9	32.0	6.0	10.9	13.1	2.2	3.7	8.1	2.4
Cycle Q Clear(g_c), s	4.5	34.1	22.2	1.9	32.0	6.0	10.9	13.1	2.2	3.7	8.1	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	473	401	66	437	370	155	1931	841	93	1819	792
V/C Ratio(X)	0.57	0.93	0.66	0.35	0.94	0.21	0.85	0.30	0.06	0.50	0.20	0.06
Avail Cap(c_a), veh/h	374	490	415	323	437	370	371	1931	841	314	1819	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.2	55.1	50.7	70.5	56.6	46.6	67.6	19.0	16.5	69.3	20.5	19.1
Incr Delay (d2), s/veh	1.9	25.0	4.4	1.1	28.5	0.4	4.5	0.4	0.1	1.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	19.2	9.3	0.9	18.4	2.4	5.1	5.4	0.8	1.8	3.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	80.2	55.1	71.6	85.1	47.0	72.1	19.3	16.6	70.8	20.7	19.2
LnGrp LOS	E	F	E	E	F	D	E	B	B	E	C	B
Approach Vol, veh/h		762			512			751			450	
Approach Delay, s/veh		70.8			78.6			28.4			25.7	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	80.9	12.1	40.0	11.7	86.2	9.5	42.6				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	27.0	38.7				
Max Q Clear Time (g_c+1/2g), s	10.1	10.1	6.5	34.0	5.7	15.1	3.9	36.1				
Green Ext Time (p_c), s	0.1	3.8	0.1	0.2	0.0	5.7	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	342	175	36	302	77	146	687	67	77	531	17
Future Volume (veh/h)	22	342	175	36	302	77	146	687	67	77	531	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	372	190	39	328	84	159	747	73	84	577	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	81	418	354	107	445	377	186	1567	153	164	1646	51
Arrive On Green	0.05	0.22	0.22	0.06	0.24	0.24	0.10	0.47	0.47	0.09	0.46	0.46
Sat Flow, veh/h	1795	1885	1595	1795	1885	1598	1810	3315	324	1810	3571	111
Grp Volume(v), veh/h	24	372	190	39	328	84	159	407	413	84	291	304
Grp Sat Flow(s),veh/h/ln	1795	1885	1595	1795	1885	1598	1810	1805	1834	1810	1805	1877
Q Serve(g_s), s	1.6	23.9	13.1	2.6	20.1	5.3	10.8	19.2	19.2	5.5	13.0	13.0
Cycle Q Clear(g_c), s	1.6	23.9	13.1	2.6	20.1	5.3	10.8	19.2	19.2	5.5	13.0	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.06
Lane Grp Cap(c), veh/h	81	418	354	107	445	377	186	853	867	164	832	865
V/C Ratio(X)	0.30	0.89	0.54	0.37	0.74	0.22	0.86	0.48	0.48	0.51	0.35	0.35
Avail Cap(c_a), veh/h	158	593	502	158	593	502	246	853	867	232	832	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	57.7	47.1	43.0	56.5	44.2	38.5	55.2	22.4	22.4	54.2	21.7	21.7
Incr Delay (d2), s/veh	0.7	10.4	0.9	0.8	3.5	0.3	16.1	1.9	1.9	0.9	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.1	5.1	1.2	9.6	2.1	5.6	8.2	8.3	2.5	5.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	57.6	43.8	57.3	47.7	38.8	71.3	24.3	24.3	55.1	22.8	22.7
LnGrp LOS	E	E	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		586		451		979		679				
Approach Delay, s/veh		53.1		46.8		32.0		26.8				
Approach LOS		D		D		C		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	63.3	9.7	35.2	15.4	64.8	11.4	33.4				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	38.3	11.0	39.3	16.0	39.3	11.0	39.3					
Max Q Clear Time (g_c+1/2g), s	15.0	3.6	22.1	7.5	21.2	4.6	25.9					
Green Ext Time (p_c), s	0.1	3.2	0.0	2.0	0.0	5.0	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	1660	529	0	1455	590	0	0	0	66	0	342
Future Volume (veh/h)	0	1660	529	0	1455	590	0	0	0	66	0	342
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1677	534	0	1744	0				67	0	345
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3260	803	0	3791					570	0	460
Arrive On Green	0.00	0.50	0.50	0.00	0.50	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	6749	1598	0	7541	1598				3483	0	2812
Grp Volume(v), veh/h	0	1677	534	0	1744	0				67	0	345
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	22.9	33.0	0.0	19.7	0.0				2.2	0.0	15.4
Cycle Q Clear(g_c), s	0.0	22.9	33.0	0.0	19.7	0.0				2.2	0.0	15.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3260	803	0	3791					570	0	460
V/C Ratio(X)	0.00	0.51	0.66	0.00	0.46					0.12	0.00	0.75
Avail Cap(c_a), veh/h	0	3341	823	0	3885					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.94	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	24.5	0.0	21.2	0.0				47.1	0.0	52.6
Incr Delay (d2), s/veh	0.0	0.6	4.3	0.0	0.4	0.0				0.2	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.4	12.7	0.0	8.4	0.0				1.0	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.6	28.8	0.0	21.6	0.0				47.3	0.0	58.6
LnGrp LOS		A	C		A	C				D	A	E
Approach Vol, veh/h		2211			1744						412	
Approach Delay, s/veh		24.1			21.6						56.8	
Approach LOS		C			C						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		73.2		28.9		73.2						
Change Period (Y+Rc), s		6.8		7.3		6.8						
Max Green Setting (Gmax), s		68.0		49.9		68.0						
Max Q Clear Time (g_c+I1), s		35.0		17.4		21.7						
Green Ext Time (p_c), s		31.4		4.2		40.0						

Intersection Summary

HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	1366	360	0	1548	184	497	0	761	0	0	0
Future Volume (veh/h)	0	1366	360	0	1548	184	497	0	761	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1408	0	0	1596	190	512	0	785			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1408	0	0	1596	190	512	0	785			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	21.1	0.0	0.0	14.8	7.6	9.9	0.0	33.9			
Cycle Q Clear(g_c), s	0.0	21.1	0.0	0.0	14.8	7.6	9.9	0.0	33.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.48		0.00	0.37	0.21	0.31	0.00	0.86			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.95	0.00	0.00	0.62	0.62	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	16.6	0.0	0.0	15.2	13.7	32.8	0.0	40.9			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.1	0.3	0.5	0.0	10.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	7.9	0.0	0.0	4.9	2.7	4.1	0.0	12.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	0.0	0.0	15.4	14.0	33.3	0.0	51.0			
LnGrp LOS	A	B		A	B	B	C	A	D			
Approach Vol, veh/h		1408			1786				1297			
Approach Delay, s/veh		17.1			15.3				44.0			
Approach LOS		B			B				D			
Timer - Assigned Phs		2				6			8			
Phs Duration (G+Y+Rc), s		80.8				80.8			49.2			
Change Period (Y+Rc), s		6.8				6.8			6.8			
Max Green Setting (Gmax), s		74.0				74.0			42.4			
Max Q Clear Time (g_c+I1), s		23.1				16.8			35.9			
Green Ext Time (p_c), s		36.7				47.6			4.8			
Intersection Summary												
HCM 6th Ctrl Delay					24.2							
HCM 6th LOS					C							
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	↔↔
Traffic Volume (veh/h)	456	1368	302	316	1062	142	350	430	276	277	279	320
Future Volume (veh/h)	456	1368	302	316	1062	142	350	430	276	277	279	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	475	1425	315	329	1106	148	365	448	288	289	291	333
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	519	1952	606	378	1744	541	416	950	434	339	1305	703
Arrive On Green	0.15	0.38	0.38	0.11	0.34	0.34	0.12	0.27	0.27	0.10	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1579	3483	5147	2773
Grp Volume(v), veh/h	475	1425	315	329	1106	148	365	448	288	289	291	333
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1579	1742	1716	1387
Q Serve(g_s), s	20.8	36.8	23.6	14.4	28.1	10.5	15.9	16.7	25.1	12.7	6.9	15.8
Cycle Q Clear(g_c), s	20.8	36.8	23.6	14.4	28.1	10.5	15.9	16.7	25.1	12.7	6.9	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	519	1952	606	378	1744	541	416	950	434	339	1305	703
V/C Ratio(X)	0.92	0.73	0.52	0.87	0.63	0.27	0.88	0.47	0.66	0.85	0.22	0.47
Avail Cap(c_a), veh/h	562	1952	606	562	1744	541	679	950	434	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	41.3	37.2	68.0	43.1	37.3	67.2	46.8	49.9	68.8	45.8	49.1
Incr Delay (d2), s/veh	14.9	1.9	2.4	6.8	1.8	1.2	4.2	1.7	7.8	2.4	0.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	15.6	9.5	6.7	12.0	4.2	7.2	7.3	10.7	5.7	3.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	43.2	39.6	74.8	44.9	38.6	71.4	48.5	57.6	71.2	46.2	51.4
LnGrp LOS	E	D	D	E	D	D	E	D	E	E	D	D
Approach Vol, veh/h		2215			1583			1101			913	
Approach Delay, s/veh		50.6			50.5			58.5			56.0	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.1	58.5	20.1	48.3	21.8	64.8	23.4	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+Q), s	20.8	30.1	14.7	27.1	16.4	38.8	17.9	17.8				
Green Ext Time (p_c), s	0.3	4.3	0.4	2.3	0.4	0.1	0.5	3.4				
Intersection Summary												
HCM 6th Ctrl Delay												52.9
HCM 6th LOS												D

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	28	3	191	17	2
Future Vol, veh/h	170	28	3	191	17	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	181	30	3	203	18	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	211	0	405
Stage 1	-	-	-	-	196
Stage 2	-	-	-	-	209
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1372	-	606
Stage 1	-	-	-	-	842
Stage 2	-	-	-	-	831
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1372	-	605
Mov Cap-2 Maneuver	-	-	-	-	605
Stage 1	-	-	-	-	842
Stage 2	-	-	-	-	829

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	624	-	-	1372	-
HCM Lane V/C Ratio	0.032	-	-	0.002	-
HCM Control Delay (s)	11	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	6	70	118	198	118	118
Future Vol, veh/h	6	70	118	198	118	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	76	128	215	128	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	605	134	139	0	0
Stage 1	134	-	-	-	-
Stage 2	471	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	464	920	1457	-	-
Stage 1	897	-	-	-	-
Stage 2	632	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	418	920	1457	-	-
Mov Cap-2 Maneuver	418	-	-	-	-
Stage 1	807	-	-	-	-
Stage 2	632	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1457	-	840	-	-
HCM Lane V/C Ratio	0.088	-	0.098	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	363	76	29	331	6	90	11	31	4	13	9
Future Vol, veh/h	9	363	76	29	331	6	90	11	31	4	13	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	386	81	31	352	6	96	12	33	4	14	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.4	14	10.9	9.5
HCM LOS	C	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	68%	2%	8%	15%
Vol Thru, %	8%	81%	90%	50%
Vol Right, %	23%	17%	2%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	132	448	366	26
LT Vol	90	9	29	4
Through Vol	11	363	331	13
RT Vol	31	76	6	9
Lane Flow Rate	140	477	389	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.235	0.648	0.546	0.047
Departure Headway (Hd)	6.026	4.891	5.046	6.154
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	743	716	580
Service Time	4.071	2.891	3.077	4.213
HCM Lane V/C Ratio	0.235	0.642	0.543	0.048
HCM Control Delay	10.9	16.4	14	9.5
HCM Lane LOS	B	C	B	A
HCM 95th-tile Q	0.9	4.8	3.3	0.1

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue




Tract Map 6343 Project
 Existing (2022) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	288	83	47	261	128	123	119	73	110	112	14
Future Volume (veh/h)	23	288	83	47	261	128	123	119	73	110	112	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	24	303	87	49	275	135	129	125	77	116	118	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	61	566	252	83	322	273	152	1107	938	139	950	121
Arrive On Green	0.03	0.16	0.16	0.05	0.17	0.17	0.08	0.59	0.59	0.08	0.58	0.58
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1598	1795	1639	208
Grp Volume(v), veh/h	24	303	87	49	275	135	129	125	77	116	0	133
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1598	1795	0	1847
Q Serve(g_s), s	2.0	11.7	7.3	4.0	21.2	11.5	10.6	4.4	3.1	9.6	0.0	4.9
Cycle Q Clear(g_c), s	2.0	11.7	7.3	4.0	21.2	11.5	10.6	4.4	3.1	9.6	0.0	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	61	566	252	83	322	273	152	1107	938	139	0	1071
V/C Ratio(X)	0.40	0.54	0.34	0.59	0.85	0.50	0.85	0.11	0.08	0.84	0.00	0.12
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	1107	938	371	0	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.0	58.1	56.2	70.1	60.4	56.3	67.7	13.7	13.4	68.3	0.0	14.3
Incr Delay (d2), s/veh	1.6	1.5	1.5	2.4	15.3	2.6	5.0	0.2	0.2	5.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.4	3.0	1.9	11.3	4.8	5.0	1.9	1.2	4.5	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	59.6	57.7	72.6	75.7	58.9	72.7	13.9	13.6	73.3	0.0	14.5
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	A	B
Approach Vol, veh/h		414			459			331			249	
Approach Delay, s/veh		59.9			70.4			36.7			41.9	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	92.6	9.1	31.6	15.6	93.8	11.0	29.7				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0				
Max Q Clear Time (g_c+1/2g), s	11.0	6.9	4.0	23.2	11.6	6.4	6.0	13.7				
Green Ext Time (p_c), s	0.1	0.6	0.0	2.4	0.1	0.8	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	0	10	0	0
Future Vol, veh/h	6	0	0	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	0	0	11	0	0

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	7	6	0	0	11
Stage 1	6	-	-	-	-
Stage 2	1	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	1019	1083	-	-	1621
Stage 1	1022	-	-	-	-
Stage 2	1028	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	1019	1083	-	-	1621
Mov Cap-2 Maneuver	1019	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1028	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1019	1621
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	0	10	35	0	6
Future Vol, veh/h	21	0	10	35	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	11	38	0	7

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	37	30	0	0	49
Stage 1	30	-	-	-	-
Stage 2	7	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	981	1050	-	-	1571
Stage 1	998	-	-	-	-
Stage 2	1021	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	981	1050	-	-	1571
Mov Cap-2 Maneuver	981	-	-	-	-
Stage 1	998	-	-	-	-
Stage 2	1021	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	981	1571
HCM Lane V/C Ratio	-	-	0.023	-
HCM Control Delay (s)	-	-	8.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	0	84	45	0	50
Future Vol, veh/h	27	0	84	45	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	0	91	49	0	54

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	29	0	260 29
Stage 1	-	-	-	-	29 -
Stage 2	-	-	-	-	231 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1597	-	733 1052
Stage 1	-	-	-	-	999 -
Stage 2	-	-	-	-	812 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1597	-	690 1052
Mov Cap-2 Maneuver	-	-	-	-	690 -
Stage 1	-	-	-	-	999 -
Stage 2	-	-	-	-	764 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1052	-	-	1597	-
HCM Lane V/C Ratio	0.052	-	-	0.057	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	4	37	63	14	24	7
Future Vol, veh/h	4	37	63	14	24	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	40	68	15	26	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	181	30	34	0	0
Stage 1	30	-	-	-	-
Stage 2	151	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	813	1050	1591	-	-
Stage 1	998	-	-	-	-
Stage 2	882	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	778	1050	1591	-	-
Mov Cap-2 Maneuver	778	-	-	-	-
Stage 1	955	-	-	-	-
Stage 2	882	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	1015	-	-
HCM Lane V/C Ratio	0.043	-	0.044	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	4	39	66	73	54	7
Future Vol, veh/h	4	39	66	73	54	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	42	72	79	59	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	286	63	67	0	0
Stage 1	63	-	-	-	-
Stage 2	223	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	709	1007	1547	-	-
Stage 1	965	-	-	-	-
Stage 2	819	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	674	1007	1547	-	-
Mov Cap-2 Maneuver	674	-	-	-	-
Stage 1	918	-	-	-	-
Stage 2	819	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	3.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	963	-	-
HCM Lane V/C Ratio	0.046	-	0.049	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	4	41	70	135	87	7
Future Vol, veh/h	4	41	70	135	87	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	45	76	147	95	8

























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	398	99	103	0	0
Stage 1	99	-	-	-	-
Stage 2	299	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	611	962	1502	-	-
Stage 1	930	-	-	-	-
Stage 2	757	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	577	962	1502	-	-
Mov Cap-2 Maneuver	577	-	-	-	-
Stage 1	879	-	-	-	-
Stage 2	757	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1502	-	908	-	-
HCM Lane V/C Ratio	0.051	-	0.054	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	71	224	19	270	53	435	432	17	62	586	86
Future Volume (veh/h)	22	71	224	19	270	53	435	432	17	62	586	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	29	93	295	25	355	70	572	568	22	82	771	113
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	71	436	369	64	418	354	353	1866	832	103	2399	745
Arrive On Green	0.04	0.23	0.23	0.04	0.22	0.22	0.03	0.17	0.17	0.06	0.47	0.47
Sat Flow, veh/h	1795	1885	1598	1781	1870	1585	3483	3582	1598	1781	5106	1585
Grp Volume(v), veh/h	29	93	295	25	355	70	572	568	22	82	771	113
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1870	1585	1742	1791	1598	1781	1702	1585
Q Serve(g_s), s	2.1	5.4	23.5	1.9	24.6	4.8	13.7	18.7	1.5	6.1	12.7	5.5
Cycle Q Clear(g_c), s	2.1	5.4	23.5	1.9	24.6	4.8	13.7	18.7	1.5	6.1	12.7	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	436	369	64	418	354	353	1866	832	103	2399	745
V/C Ratio(X)	0.41	0.21	0.80	0.39	0.85	0.20	1.62	0.30	0.03	0.80	0.32	0.15
Avail Cap(c_a), veh/h	205	617	523	211	612	519	353	1866	832	194	2399	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	42.0	48.9	63.6	50.2	42.6	65.2	34.5	27.4	62.8	22.3	20.4
Incr Delay (d2), s/veh	1.4	0.6	10.0	1.4	10.0	0.5	290.0	0.4	0.1	5.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	10.4	0.9	12.7	2.0	20.6	9.0	0.6	2.9	5.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	42.5	58.9	65.0	60.2	43.1	355.2	34.9	27.5	68.0	22.7	20.9
LnGrp LOS	E	D	E	E	E	D	F	C	C	E	C	C
Approach Vol, veh/h		417			450			1162			966	
Approach Delay, s/veh		55.7			57.8			192.4			26.3	
Approach LOS		E			E			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	69.1	9.9	36.0	13.1	76.0	8.9	37.0				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	15.7	14.7	4.1	26.6	8.1	20.7	3.9	25.5				
Green Ext Time (p_c), s	0.0	11.8	0.0	3.6	0.0	6.9	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay											99.6	
HCM 6th LOS											F	

HCM 6th Signalized Intersection Summary
 2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	133	238	21	138	58	130	775	19	49	770	75
Future Volume (veh/h)	69	133	238	21	138	58	130	775	19	49	770	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	87	168	301	27	175	73	165	981	24	62	975	95
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	108	403	342	67	225	94	189	2703	839	96	2455	744
Arrive On Green	0.06	0.22	0.22	0.04	0.18	0.18	0.11	0.53	0.53	0.11	0.95	0.95
Sat Flow, veh/h	1781	1870	1585	1767	1243	519	1781	5106	1585	1795	5147	1559
Grp Volume(v), veh/h	87	168	301	27	0	248	165	981	24	62	975	95
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1762	1781	1702	1585	1795	1716	1559
Q Serve(g_s), s	6.5	10.4	24.8	2.0	0.0	18.1	12.3	15.1	1.0	4.5	1.9	0.4
Cycle Q Clear(g_c), s	6.5	10.4	24.8	2.0	0.0	18.1	12.3	15.1	1.0	4.5	1.9	0.4
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	403	342	67	0	318	189	2703	839	96	2455	744
V/C Ratio(X)	0.80	0.42	0.88	0.40	0.00	0.78	0.87	0.36	0.03	0.65	0.40	0.13
Avail Cap(c_a), veh/h	182	603	511	202	0	568	194	2703	839	196	2455	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	0.87	0.87	0.87
Uniform Delay (d), s/veh	62.6	45.6	51.3	63.5	0.0	52.7	59.5	18.5	15.2	59.1	1.7	1.6
Incr Delay (d2), s/veh	5.1	0.8	12.4	1.5	0.0	8.9	27.5	0.3	0.1	2.4	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	5.0	11.0	0.9	0.0	8.8	7.0	6.1	0.4	2.0	0.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	46.5	63.7	64.9	0.0	61.6	87.0	18.8	15.2	61.4	2.1	1.9
LnGrp LOS	E	D	E	E	A	E	F	B	B	E	A	A
Approach Vol, veh/h		556			275			1170			1132	
Approach Delay, s/veh		59.1			62.0			28.4			5.3	
Approach LOS		E			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	70.1	14.4	30.9	12.5	77.2	9.7	35.6				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+1/3), s	14.3	3.9	8.5	20.1	6.5	17.1	4.0	26.8				
Green Ext Time (p_c), s	0.0	19.3	0.0	2.8	0.0	13.8	0.0	2.3				
Intersection Summary												
HCM 6th Ctrl Delay											28.4	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	107	406	150	297	618	244	185	872	213	251	1270	201
Future Volume (veh/h)	107	406	150	297	618	244	185	872	213	251	1270	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	122	461	170	338	702	277	210	991	242	285	1443	228
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	1	1	1
Cap, veh/h	189	669	299	384	895	399	260	2183	677	335	2323	711
Arrive On Green	0.05	0.19	0.19	0.11	0.25	0.25	0.08	0.43	0.43	0.10	0.45	0.45
Sat Flow, veh/h	3456	3554	1585	3428	3526	1571	3428	5066	1571	3483	5147	1576
Grp Volume(v), veh/h	122	461	170	338	702	277	210	991	242	285	1443	228
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1571	1714	1689	1571	1742	1716	1576
Q Serve(g_s), s	5.0	17.5	14.1	14.1	26.9	23.2	8.7	20.1	15.0	11.7	31.0	13.5
Cycle Q Clear(g_c), s	5.0	17.5	14.1	14.1	26.9	23.2	8.7	20.1	15.0	11.7	31.0	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	669	299	384	895	399	260	2183	677	335	2323	711
V/C Ratio(X)	0.64	0.69	0.57	0.88	0.78	0.69	0.81	0.45	0.36	0.85	0.62	0.32
Avail Cap(c_a), veh/h	462	1073	479	430	1065	474	442	2183	677	449	2323	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	67.1	54.9	53.5	63.4	50.4	49.0	66.0	29.2	27.7	64.5	30.3	25.5
Incr Delay (d2), s/veh	1.4	3.0	4.0	1.8	0.3	0.4	2.3	0.7	1.5	8.0	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	8.2	6.0	6.3	11.9	9.2	3.9	8.4	6.0	5.6	13.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	57.9	57.5	65.2	50.7	49.4	68.3	29.9	29.2	72.5	31.4	26.6
LnGrp LOS	E	E	E	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		753			1317			1443			1956	
Approach Delay, s/veh		59.5			54.2			35.3			36.9	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	71.2	13.5	43.0	20.2	68.2	23.1	33.5				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.5	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+I1), s	11.0	33.0	7.0	28.9	13.7	22.1	16.1	19.5				
Green Ext Time (p_c), s	0.2	5.9	0.1	6.7	0.3	12.7	0.2	7.5				

Intersection Summary

HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	102	0	2	0	320	219	0	0	261	6
Future Vol, veh/h	1	2	102	0	2	0	320	219	0	0	261	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	1	2	126	0	2	0	395	270	0	0	322	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1387	1386	326	1450	1389	270	329	0	0	270	0	0
Stage 1	326	326	-	1060	1060	-	-	-	-	-	-	-
Stage 2	1061	1060	-	390	329	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	120	142	713	109	142	769	1219	-	-	1293	-	-
Stage 1	684	647	-	271	301	-	-	-	-	-	-	-
Stage 2	270	300	-	634	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	83	88	713	62	88	769	1219	-	-	1293	-	-
Mov Cap-2 Maneuver	83	88	-	62	88	-	-	-	-	-	-	-
Stage 1	423	647	-	168	186	-	-	-	-	-	-	-
Stage 2	165	186	-	520	646	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		47.1		5.6		0	
HCM LOS	B		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1219	-	-	590	88	1293	-	-
HCM Lane V/C Ratio	0.324	-	-	0.22	0.028	-	-	-
HCM Control Delay (s)	9.4	0	-	12.8	47.1	0	-	-
HCM Lane LOS	A	A	-	B	E	A	-	-
HCM 95th %tile Q(veh)	1.4	-	-	0.8	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	100.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	126	46	17	167	306	45	256	11	126	250	3
Future Vol, veh/h	3	126	46	17	167	306	45	256	11	126	250	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	4	152	55	20	201	369	54	308	13	152	301	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	24.2	169.3	51.5	88.4
HCM LOS	C	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	2%	3%	33%
Vol Thru, %	82%	72%	34%	66%
Vol Right, %	4%	26%	62%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	175	490	379
LT Vol	45	3	17	126
Through Vol	256	126	167	250
RT Vol	11	46	306	3
Lane Flow Rate	376	211	590	457
Geometry Grp	1	1	1	1
Degree of Util (X)	0.875	0.532	1.286	1.045
Departure Headway (Hd)	9.454	10.196	8.075	9.087
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	387	356	455	402
Service Time	7.454	8.196	6.075	7.087
HCM Lane V/C Ratio	0.972	0.593	1.297	1.137
HCM Control Delay	51.5	24.2	169.3	88.4
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	8.6	3	24.7	13.6

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	668	241	148	724	133	191	257	89	205	459	117
Future Volume (veh/h)	84	668	241	148	724	133	191	257	89	205	459	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	795	287	176	862	158	227	306	106	244	546	139
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	148	901	402	202	526	445	252	617	523	268	634	538
Arrive On Green	0.08	0.25	0.25	0.11	0.28	0.28	0.14	0.33	0.33	0.15	0.34	0.34
Sat Flow, veh/h	1795	3582	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	100	795	287	176	862	158	227	306	106	244	546	139
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.0	27.8	21.3	12.7	36.8	10.4	16.3	17.0	6.2	17.5	35.4	8.3
Cycle Q Clear(g_c), s	7.0	27.8	21.3	12.7	36.8	10.4	16.3	17.0	6.2	17.5	35.4	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	901	402	202	526	445	252	617	523	268	634	538
V/C Ratio(X)	0.68	0.88	0.71	0.87	1.64	0.35	0.90	0.50	0.20	0.91	0.86	0.26
Avail Cap(c_a), veh/h	290	937	418	285	526	445	288	617	523	288	634	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	46.8	44.4	56.7	46.6	37.1	54.9	34.9	31.3	54.3	40.1	31.1
Incr Delay (d2), s/veh	1.6	8.0	4.8	14.4	296.6	0.8	25.3	2.8	0.9	28.5	14.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	13.3	9.0	6.5	60.2	4.1	9.1	8.3	2.5	10.0	18.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	54.8	49.2	71.1	343.1	37.9	80.2	37.7	32.1	82.8	54.4	32.3
LnGrp LOS	E	D	D	E	F	D	F	D	C	F	D	C
Approach Vol, veh/h		1182			1196			639			929	
Approach Delay, s/veh		53.9			262.8			51.9			58.6	
Approach LOS		D			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.4	50.1	14.7	42.8	23.6	48.9	18.8	38.7				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+1/3), s	11.0	37.4	9.0	38.8	19.5	19.0	14.7	29.8				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.1	2.0	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	118.0
HCM 6th LOS	F

Intersection

Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	260	3	0	489	2	0
Future Vol, veh/h	260	3	0	489	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	4	4	0	0
Mvmt Flow	283	3	0	532	2	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.9	13.9	8.9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	99%	100%
Vol Right, %	0%	1%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	2	263	489
LT Vol	2	0	0
Through Vol	0	260	489
RT Vol	0	3	0
Lane Flow Rate	2	286	532
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.355	0.618
Departure Headway (Hd)	5.838	4.465	4.184
Convergence, Y/N	Yes	Yes	Yes
Cap	615	809	850
Service Time	3.853	2.468	2.272
HCM Lane V/C Ratio	0.003	0.354	0.626
HCM Control Delay	8.9	9.9	13.9
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0	1.6	4.4

Intersection													
Intersection Delay, s/veh30.1													
Intersection LOS D													

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶		↷	↷		↶	↷	↶	↶↶	
Traffic Vol, veh/h	0	0	0	328	0	3	83	0	86	176	3	138	0
Future Vol, veh/h	0	0	0	328	0	3	83	0	86	176	3	138	0
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	0	0	0	0	0	0	0	0	9	9	0	0	0
Mvmt Flow	0	0	0	475	0	4	120	0	125	255	4	200	0
Number of Lanes	0	0	0	1	0	1	1	0	1	1	1	2	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	55.1	13.7	11.4
HCM LOS	F	B	B

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	100%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	86	176	328	3	3	69	69
LT Vol	0	0	0	328	0	3	0	0
Through Vol	83	86	0	0	0	0	69	69
RT Vol	0	0	176	0	3	0	0	0
Lane Flow Rate	120	125	255	475	4	4	100	100
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.239	0.253	0.467	0.951	0.007	0.01	0.218	0.169
Departure Headway (Hd)	7.155	7.312	6.592	7.204	6.004	8.349	7.831	6.072
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	491	546	509	600	429	458	590
Service Time	4.899	5.057	4.336	4.904	3.704	6.1	5.583	3.822
HCM Lane V/C Ratio	0.239	0.255	0.467	0.933	0.007	0.009	0.218	0.169
HCM Control Delay	12.1	12.5	15	55.5	8.7	11.2	12.8	10.1
HCM Lane LOS	B	B	B	F	A	B	B	B
HCM 95th-tile Q	0.9	1	2.5	11.9	0	0	0.8	0.6

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↖	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	108	684	134	213	649	113	111	193	132	152	380	201
Future Volume (veh/h)	108	684	134	213	649	113	111	193	132	152	380	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	130	824	161	257	782	136	134	233	159	183	458	242
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	243	856	381	311	931	415	157	1123	501	588	1428	637
Arrive On Green	0.07	0.24	0.24	0.09	0.26	0.26	0.09	0.33	0.33	0.17	0.41	0.41
Sat Flow, veh/h	3428	3526	1569	3456	3554	1585	1711	3413	1522	3374	3469	1547
Grp Volume(v), veh/h	130	824	161	257	782	136	134	233	159	183	458	242
Grp Sat Flow(s),veh/h/ln	1714	1763	1569	1728	1777	1585	1711	1706	1522	1687	1735	1547
Q Serve(g_s), s	5.1	32.3	12.1	10.2	29.2	9.7	10.8	6.9	11.0	6.6	12.5	15.3
Cycle Q Clear(g_c), s	5.1	32.3	12.1	10.2	29.2	9.7	10.8	6.9	11.0	6.6	12.5	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	856	381	311	931	415	157	1123	501	588	1428	637
V/C Ratio(X)	0.53	0.96	0.42	0.83	0.84	0.33	0.85	0.21	0.32	0.31	0.32	0.38
Avail Cap(c_a), veh/h	598	856	381	602	931	415	298	1123	501	588	1428	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	52.4	44.7	62.6	48.9	41.7	62.6	33.8	35.2	50.5	27.9	28.7
Incr Delay (d2), s/veh	0.7	22.1	1.1	2.1	7.2	0.7	4.9	0.4	1.6	1.4	0.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	16.9	4.9	4.6	13.9	3.9	4.9	3.0	4.3	2.9	5.4	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	74.5	45.8	64.7	56.1	42.4	67.5	34.2	36.8	51.8	28.5	30.4
LnGrp LOS	E	E	D	E	E	D	E	C	D	D	C	C
Approach Vol, veh/h		1115			1175			526			883	
Approach Delay, s/veh		69.1			56.4			43.5			33.9	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	63.3	15.5	42.7	30.0	51.8	18.2	40.0				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+1/2g), s	11.8	17.3	7.1	31.2	8.6	13.0	12.2	34.3				
Green Ext Time (p_c), s	0.1	8.7	0.2	1.8	0.3	3.9	0.4	0.0				

Intersection Summary

HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	223	265	391	716	202
Future Volume (veh/h)	81	223	265	391	716	202
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	293	349	514	942	266
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	372	331	335	2391	1555	693
Arrive On Green	0.21	0.21	0.19	0.67	0.44	0.44
Sat Flow, veh/h	1795	1598	1781	3647	3647	1585
Grp Volume(v), veh/h	107	293	349	514	942	266
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1585
Q Serve(g_s), s	4.3	15.1	16.0	4.7	17.2	9.6
Cycle Q Clear(g_c), s	4.3	15.1	16.0	4.7	17.2	9.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	372	331	335	2391	1555	693
V/C Ratio(X)	0.29	0.88	1.04	0.21	0.61	0.38
Avail Cap(c_a), veh/h	530	472	335	2391	1555	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	28.4	32.7	34.5	5.3	18.3	16.2
Incr Delay (d2), s/veh	0.2	10.5	60.2	0.2	1.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	6.6	12.3	1.5	7.0	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.6	43.2	94.7	5.5	19.9	17.6
LnGrp LOS	C	D	F	A	B	B
Approach Vol, veh/h	400			863	1208	
Approach Delay, s/veh	39.3			41.6	19.4	
Approach LOS	D			D	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	30.0	42.5		62.5	22.5	
Change Period (Y+Rc), s	4.0	5.3		5.3	4.9	
Max Green Setting (Gmax), s	16.0	29.7		49.7	25.1	
Max Q Clear Time (g_c+119), s	11.0	19.2		6.7	17.1	
Green Ext Time (p_c), s	0.0	6.3		4.9	0.5	

Intersection Summary

HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	41	352	341	67	399	180	153	462	20	70	823	72
Future Volume (veh/h)	41	352	341	67	399	180	153	462	20	70	823	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	47	405	392	77	459	207	176	531	23	80	946	83
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	92	488	414	103	503	426	199	1761	767	103	1580	687
Arrive On Green	0.05	0.26	0.26	0.06	0.27	0.27	0.11	0.50	0.50	0.06	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1795	1885	1596	1767	3526	1535	1781	3554	1546
Grp Volume(v), veh/h	47	405	392	77	459	207	176	531	23	80	946	83
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1795	1885	1596	1767	1763	1535	1781	1777	1546
Q Serve(g_s), s	3.9	30.6	36.4	6.3	35.4	16.4	14.7	13.3	1.1	6.6	30.2	4.7
Cycle Q Clear(g_c), s	3.9	30.6	36.4	6.3	35.4	16.4	14.7	13.3	1.1	6.6	30.2	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	488	414	103	503	426	199	1761	767	103	1580	687
V/C Ratio(X)	0.51	0.83	0.95	0.74	0.91	0.49	0.88	0.30	0.03	0.78	0.60	0.12
Avail Cap(c_a), veh/h	368	495	420	311	503	426	365	1761	767	309	1580	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	52.3	54.4	69.6	53.3	46.3	65.6	22.1	19.1	69.7	31.5	24.4
Incr Delay (d2), s/veh	1.6	11.8	31.0	3.9	21.2	1.3	4.6	0.4	0.1	4.6	1.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	16.0	18.1	3.0	19.7	6.7	6.9	5.7	0.4	3.2	13.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	64.1	85.4	73.5	74.4	47.6	70.2	22.5	19.1	74.3	33.2	24.8
LnGrp LOS	E	E	F	E	E	D	E	C	B	E	C	C
Approach Vol, veh/h		844			743			730			1109	
Approach Delay, s/veh		74.4			66.9			33.9			35.5	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.9	72.0	11.7	45.4	12.7	80.2	12.6	44.5				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7				
Max Q Clear Time (g_c+110), s	11.0	32.2	5.9	37.4	8.6	15.3	8.3	38.4				
Green Ext Time (p_c), s	0.2	1.8	0.0	0.0	0.1	5.6	0.1	0.7				

Intersection Summary

HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	285	154	44	418	104	127	501	61	154	1119	40
Future Volume (veh/h)	15	285	154	44	418	104	127	501	61	154	1119	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	17	320	173	49	470	117	143	563	69	173	1257	45
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	62	449	380	117	515	437	169	1333	163	199	1543	55
Arrive On Green	0.04	0.25	0.25	0.07	0.28	0.28	0.10	0.42	0.42	0.11	0.44	0.44
Sat Flow, veh/h	1739	1826	1545	1781	1870	1585	1767	3154	385	1795	3524	126
Grp Volume(v), veh/h	17	320	173	49	470	117	143	314	318	173	638	664
Grp Sat Flow(s),veh/h/ln	1739	1826	1545	1781	1870	1585	1767	1763	1776	1795	1791	1859
Q Serve(g_s), s	1.2	20.0	11.9	3.3	30.4	7.2	10.0	15.6	15.7	11.9	38.9	39.0
Cycle Q Clear(g_c), s	1.2	20.0	11.9	3.3	30.4	7.2	10.0	15.6	15.7	11.9	38.9	39.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.07
Lane Grp Cap(c), veh/h	62	449	380	117	515	437	169	745	751	199	784	814
V/C Ratio(X)	0.27	0.71	0.46	0.42	0.91	0.27	0.84	0.42	0.42	0.87	0.81	0.82
Avail Cap(c_a), veh/h	153	574	486	157	588	498	297	745	751	230	784	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	58.7	43.1	40.0	56.1	43.8	35.4	55.6	25.3	25.4	54.7	30.7	30.7
Incr Delay (d2), s/veh	0.9	2.4	0.6	0.9	17.4	0.4	4.3	1.7	1.7	17.4	6.4	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.3	4.6	1.5	16.5	2.9	4.6	6.9	7.0	6.3	17.9	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	45.5	40.6	57.0	61.2	35.8	59.9	27.1	27.1	72.0	37.2	37.0
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	D	D
Approach Vol, veh/h		510			636			775			1475	
Approach Delay, s/veh		44.3			56.2			33.2			41.2	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.0	60.4	8.5	40.1	17.9	58.5	12.2	36.4				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+1/2g), s	11.0	41.0	3.2	32.4	13.9	17.7	5.3	22.0				
Green Ext Time (p_c), s	0.1	0.0	0.0	2.0	0.1	4.4	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	1049	511	0	1536	887	0	0	0	73	0	729
Future Volume (veh/h)	0	1049	511	0	1536	887	0	0	0	73	0	729
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1116	544	0	1634	0				78	0	776
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	3518	867	0	3068					962	0	776
Arrive On Green	0.00	0.55	0.55	0.00	0.73	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6696	1585	0	5611	3170				3483	0	2812
Grp Volume(v), veh/h	0	1116	544	0	1634	0				78	0	776
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	12.4	30.8	0.0	16.8	0.0				2.2	0.0	35.9
Cycle Q Clear(g_c), s	0.0	12.4	30.8	0.0	16.8	0.0				2.2	0.0	35.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3518	867	0	3068					962	0	776
V/C Ratio(X)	0.00	0.32	0.63	0.00	0.53					0.08	0.00	1.00
Avail Cap(c_a), veh/h	0	3959	975	0	3453					962	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.89	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.1	20.3	0.0	10.3	0.0				34.8	0.0	47.0
Incr Delay (d2), s/veh	0.0	0.2	3.4	0.0	0.6	0.0				0.1	0.0	32.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	12.0	0.0	5.5	0.0				0.9	0.0	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.4	23.8	0.0	10.9	0.0				34.9	0.0	79.2
LnGrp LOS		A	B	C	A	B				C	A	E
Approach Vol, veh/h		1660			1634					854		
Approach Delay, s/veh		18.8			10.9					75.1		
Approach LOS		B			B					E		
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		77.9		43.2		77.9						
Change Period (Y+Rc), s		6.8		7.3		6.8						
Max Green Setting (Gmax), s		80.0		35.9		80.0						
Max Q Clear Time (g_c+I1), s		32.8		37.9		18.8						
Green Ext Time (p_c), s		38.3		0.0		50.0						

Intersection Summary

HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	899	223	0	1955	83	463	0	598	0	0	0
Future Volume (veh/h)	0	899	223	0	1955	83	463	0	598	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No		No		No		No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	999	0	0	2172	92	514	0	664			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	999	0	0	2172	92	514	0	664			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	13.1	0.0	0.0	21.5	3.3	10.4	0.0	28.6			
Cycle Q Clear(g_c), s	0.0	13.1	0.0	0.0	21.5	3.3	10.4	0.0	28.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.33		0.00	0.49	0.10	0.33	0.00	0.78			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.97	0.00	0.00	0.62	0.62	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.9	0.0	0.0	15.7	11.9	34.5	0.0	40.7			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.1	0.6	0.0	6.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.1	0.0	0.0	7.4	1.2	4.3	0.0	10.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.2	0.0	0.0	15.9	12.0	35.0	0.0	47.7			
LnGrp LOS		A	B		A	B	B	D	A		D	
Approach Vol, veh/h		999			2264				1178			
Approach Delay, s/veh		14.2			15.8				42.2			
Approach LOS		B			B				D			
Timer - Assigned Phs		2				6			8			
Phs Duration (G+Y+Rc), s		82.8				82.8			47.2			
Change Period (Y+Rc), s		6.8				6.8			6.8			
Max Green Setting (Gmax), s		76.0				76.0			40.4			
Max Q Clear Time (g_c+I1), s		15.1				23.5			30.6			
Green Ext Time (p_c), s		29.2				50.6			6.5			

Intersection Summary

HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑ ↑	↖ ↗
Traffic Volume (veh/h)	356	887	249	152	1063	177	250	307	122	197	410	724
Future Volume (veh/h)	356	887	249	152	1063	177	250	307	122	197	410	724
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	383	954	268	163	1143	190	269	330	131	212	441	778
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	431	2180	677	290	1983	615	319	932	346	315	1305	703
Arrive On Green	0.13	0.43	0.43	0.08	0.39	0.39	0.09	0.26	0.26	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1584	3456	3645	1354	3483	5147	2773
Grp Volume(v), veh/h	383	954	268	163	1143	190	269	307	154	212	441	778
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1584	1728	1702	1595	1742	1716	1387
Q Serve(g_s), s	17.0	20.5	18.1	7.0	27.3	12.9	11.9	11.4	12.4	9.1	10.8	39.3
Cycle Q Clear(g_c), s	17.0	20.5	18.1	7.0	27.3	12.9	11.9	11.4	12.4	9.1	10.8	39.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	431	2180	677	290	1983	615	319	870	408	315	1305	703
V/C Ratio(X)	0.89	0.44	0.40	0.56	0.58	0.31	0.84	0.35	0.38	0.67	0.34	1.11
Avail Cap(c_a), veh/h	553	2180	677	557	1983	615	669	870	408	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	31.0	30.3	68.3	37.4	32.9	69.2	47.2	47.5	68.3	47.2	57.9
Incr Delay (d2), s/veh	10.6	0.6	1.5	0.6	1.2	1.3	2.3	1.1	2.7	0.9	0.7	67.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	8.6	7.3	3.2	11.7	5.3	5.4	5.0	5.3	4.1	4.8	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	31.6	31.9	68.9	38.6	34.2	71.6	48.3	50.2	69.2	47.9	124.8
LnGrp LOS	E	C	C	E	D	C	E	D	D	E	D	F
Approach Vol, veh/h		1605		1496		730		1431				
Approach Delay, s/veh		42.5		41.3		57.3		92.9				
Approach LOS		D		D		E		F				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.5	66.2	19.0	45.3	18.0	72.7	19.3	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+19.0), s	19.0	29.3	11.1	14.4	9.0	22.5	13.9	41.3				
Green Ext Time (p_c), s	0.4	5.2	0.4	1.9	0.2	7.2	0.4	0.0				

Intersection Summary

HCM 6th Ctrl Delay	57.9
HCM 6th LOS	E

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	249	8	10	459	25	7
Future Vol, veh/h	249	8	10	459	25	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	4	4	0	0
Mvmt Flow	293	9	12	540	29	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	302	0	862 298
Stage 1	-	-	-	-	298 -
Stage 2	-	-	-	-	564 -
Critical Hdwy	-	-	4.14	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.236	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1248	-	328 746
Stage 1	-	-	-	-	758 -
Stage 2	-	-	-	-	573 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1248	-	323 746
Mov Cap-2 Maneuver	-	-	-	-	323 -
Stage 1	-	-	-	-	758 -
Stage 2	-	-	-	-	565 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	369	-	-	1248	-
HCM Lane V/C Ratio	0.102	-	-	0.009	-
HCM Control Delay (s)	15.9	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	9	104	36	64	182	3
Future Vol, veh/h	9	104	36	64	182	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	113	39	70	198	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	348	200	201	0	0
Stage 1	200	-	-	-	-
Stage 2	148	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	653	846	1383	-	-
Stage 1	838	-	-	-	-
Stage 2	884	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	634	846	1383	-	-
Mov Cap-2 Maneuver	634	-	-	-	-
Stage 1	814	-	-	-	-
Stage 2	884	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	2.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1383	-	824	-	-
HCM Lane V/C Ratio	0.028	-	0.149	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	282.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	63	741	195	67	721	11	110	15	49	24	58	99
Future Vol, veh/h	63	741	195	67	721	11	110	15	49	24	58	99
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	0	0	0	0	0	0
Mvmt Flow	64	756	199	68	736	11	112	15	50	24	59	101
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	401.3	250.8	20	19.6
HCM LOS	F	F	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	6%	8%	13%
Vol Thru, %	9%	74%	90%	32%
Vol Right, %	28%	20%	1%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	174	999	799	181
LT Vol	110	63	67	24
Through Vol	15	741	721	58
RT Vol	49	195	11	99
Lane Flow Rate	178	1019	815	185
Geometry Grp	1	1	1	1
Degree of Util (X)	0.393	1.835	1.485	0.395
Departure Headway (Hd)	10.412	7.25	7.796	10.128
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	348	510	473	358
Service Time	8.412	5.25	5.796	8.128
HCM Lane V/C Ratio	0.511	1.998	1.723	0.517
HCM Control Delay	20	401.3	250.8	19.6
HCM Lane LOS	C	F	F	C
HCM 95th-tile Q	1.8	57.7	35.3	1.8

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	574	140	37	447	370	208	97	38	185	142	27
Future Volume (veh/h)	32	574	140	37	447	370	208	97	38	185	142	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	33	598	146	39	466	385	217	101	40	193	148	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	71	795	355	76	424	359	240	896	759	216	703	133
Arrive On Green	0.04	0.22	0.22	0.04	0.23	0.23	0.13	0.48	0.48	0.12	0.47	0.47
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	1870	1585	1753	1504	285
Grp Volume(v), veh/h	33	598	146	39	466	385	217	101	40	193	0	176
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1870	1585	1753	0	1789
Q Serve(g_s), s	2.7	23.6	11.8	3.2	34.0	34.0	18.0	4.5	2.0	16.3	0.0	8.7
Cycle Q Clear(g_c), s	2.7	23.6	11.8	3.2	34.0	34.0	18.0	4.5	2.0	16.3	0.0	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	71	795	355	76	424	359	240	896	759	216	0	836
V/C Ratio(X)	0.46	0.75	0.41	0.51	1.10	1.07	0.90	0.11	0.05	0.89	0.00	0.21
Avail Cap(c_a), veh/h	368	806	359	368	424	359	368	896	759	362	0	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.4	54.3	49.8	70.3	58.0	58.0	63.9	21.5	20.9	64.8	0.0	23.6
Incr Delay (d2), s/veh	1.8	4.6	1.4	2.0	73.3	67.8	13.2	0.3	0.1	8.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.1	4.9	1.5	24.7	20.4	9.1	2.1	0.8	7.8	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	58.9	51.2	72.2	131.3	125.8	77.1	21.8	21.0	73.2	0.0	24.2
LnGrp LOS	E	E	D	E	F	F	E	C	C	E	A	C
Approach Vol, veh/h		777			890			358			369	
Approach Delay, s/veh		58.0			126.3			55.2			49.8	
Approach LOS		E			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.2	75.8	10.0	40.0	22.5	77.5	10.4	39.6				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0				
Max Q Clear Time (g_c+Y), s	20.0	10.7	4.7	36.0	18.3	6.5	5.2	25.6				
Green Ext Time (p_c), s	0.2	1.0	0.0	0.0	0.2	0.6	0.0	4.3				
Intersection Summary												
HCM 6th Ctrl Delay											81.7	
HCM 6th LOS											F	

Intersection						
Int Delay, s/veh	5.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	0	0	3	0	0
Future Vol, veh/h	9	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	0	0	3	0	0

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	3	2	0	0	3
Stage 1	2	-	-	-	-
Stage 2	1	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	1025	1088	-	-	1632
Stage 1	1026	-	-	-	-
Stage 2	1028	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	1025	1088	-	-	1632
Mov Cap-2 Maneuver	1025	-	-	-	-
Stage 1	1026	-	-	-	-
Stage 2	1028	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1025	1632
HCM Lane V/C Ratio	-	-	0.01	-
HCM Control Delay (s)	-	-	8.5	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	0	3	11	0	9
Future Vol, veh/h	31	0	3	11	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	0	3	12	0	10

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	19	9	0	0	15
Stage 1	9	-	-	-	-
Stage 2	10	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	1004	1079	-	-	1616
Stage 1	1019	-	-	-	-
Stage 2	1018	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	1004	1079	-	-	1616
Mov Cap-2 Maneuver	1004	-	-	-	-
Stage 1	1019	-	-	-	-
Stage 2	1018	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1004	1616
HCM Lane V/C Ratio	-	-	0.034	-
HCM Control Delay (s)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	0	25	14	0	74
Future Vol, veh/h	40	0	25	14	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	0	27	15	0	80
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	43	0	112	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1579	-	890	1033
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1579	-	875	1033
Mov Cap-2 Maneuver	-	-	-	-	875	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	943	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	4.7	8.8			
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1033	-	-	1579	-	
HCM Lane V/C Ratio	0.078	-	-	0.017	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	55	19	25	16	2
Future Vol, veh/h	6	55	19	25	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	60	21	27	17	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	87	18	19	0	0
Stage 1	18	-	-	-	-
Stage 2	69	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	919	1066	1611	-	-
Stage 1	1010	-	-	-	-
Stage 2	959	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	907	1066	1611	-	-
Mov Cap-2 Maneuver	907	-	-	-	-
Stage 1	997	-	-	-	-
Stage 2	959	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	3.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1048	-	-
HCM Lane V/C Ratio	0.013	-	0.063	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	6	58	20	38	67	2
Future Vol, veh/h	6	58	20	38	67	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	63	22	41	73	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	159	74	75	0	0
Stage 1	74	-	-	-	-
Stage 2	85	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	837	993	1537	-	-
Stage 1	954	-	-	-	-
Stage 2	943	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	824	993	1537	-	-
Mov Cap-2 Maneuver	824	-	-	-	-
Stage 1	940	-	-	-	-
Stage 2	943	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	974	-	-
HCM Lane V/C Ratio	0.014	-	0.071	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	6	61	21	52	124	2
Future Vol, veh/h	6	61	21	52	124	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	66	23	57	135	2

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	239	136	137	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	754	918	1459	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	742	918	1459	-	-	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	899	-	-
HCM Lane V/C Ratio	0.016	-	0.081	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th Signalized Intersection Summary
 1: Willow Avenue & International Avenue

Tract Map 6343 Project
 Near Term (2026) WP - PM Pk Hr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	40	188	16	64	29	169	597	24	19	468	11
Future Volume (veh/h)	9	40	188	16	64	29	169	597	24	19	468	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	10	44	209	18	71	32	188	663	27	21	520	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	33	297	252	52	308	261	242	2259	1008	58	2994	930
Arrive On Green	0.02	0.16	0.16	0.03	0.16	0.16	0.05	0.42	0.42	0.03	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3510	3610	1610	1795	5147	1598
Grp Volume(v), veh/h	10	44	209	18	71	32	188	663	27	21	520	12
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1755	1805	1610	1795	1716	1598
Q Serve(g_s), s	0.7	2.7	17.2	1.3	4.4	2.3	7.2	16.4	1.3	1.5	6.3	0.4
Cycle Q Clear(g_c), s	0.7	2.7	17.2	1.3	4.4	2.3	7.2	16.4	1.3	1.5	6.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	297	252	52	308	261	242	2259	1008	58	2994	930
V/C Ratio(X)	0.30	0.15	0.83	0.35	0.23	0.12	0.78	0.29	0.03	0.36	0.17	0.01
Avail Cap(c_a), veh/h	203	612	519	211	612	519	382	2259	1008	196	2994	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	48.9	55.0	64.3	48.9	48.0	63.4	19.4	15.1	64.0	13.1	11.9
Incr Delay (d2), s/veh	1.9	0.5	14.9	1.5	0.6	0.4	2.0	0.3	0.0	1.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	7.9	0.6	2.2	1.0	3.2	7.4	0.5	0.7	2.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	49.5	70.0	65.8	49.6	48.4	65.4	19.8	15.1	65.4	13.3	11.9
LnGrp LOS	E	D	E	E	D	D	E	B	B	E	B	B
Approach Vol, veh/h		263			121			878			553	
Approach Delay, s/veh		66.4			51.7			29.4			15.2	
Approach LOS		E			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	84.2	7.1	28.1	9.7	90.2	7.9	27.2				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	14.7	38.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	9.2	8.3	2.7	6.4	3.5	18.4	3.3	19.2				
Green Ext Time (p_c), s	0.1	7.8	0.0	0.8	0.0	8.7	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	57	128	42	100	28	170	749	36	55	670	12
Future Volume (veh/h)	12	57	128	42	100	28	170	749	36	55	670	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	14	65	145	48	114	32	193	851	41	62	761	14
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	44	209	177	89	175	49	184	3233	1003	96	2960	897
Arrive On Green	0.02	0.11	0.11	0.05	0.12	0.12	0.10	0.62	0.62	0.02	0.19	0.19
Sat Flow, veh/h	1810	1900	1610	1795	1416	398	1810	5187	1610	1795	5147	1560
Grp Volume(v), veh/h	14	65	145	48	0	146	193	851	41	62	761	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1814	1810	1729	1610	1795	1716	1560
Q Serve(g_s), s	1.0	4.3	11.9	3.5	0.0	10.4	13.7	10.0	1.3	4.6	17.0	1.0
Cycle Q Clear(g_c), s	1.0	4.3	11.9	3.5	0.0	10.4	13.7	10.0	1.3	4.6	17.0	1.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	209	177	89	0	224	184	3233	1003	96	2960	897
V/C Ratio(X)	0.32	0.31	0.82	0.54	0.00	0.65	1.05	0.26	0.04	0.65	0.26	0.02
Avail Cap(c_a), veh/h	185	612	519	205	0	584	184	3233	1003	196	2960	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.49	0.49	0.49	0.97	0.97	0.97
Uniform Delay (d), s/veh	64.8	55.3	58.7	62.7	0.0	56.4	60.7	11.5	9.8	65.0	30.1	23.6
Incr Delay (d2), s/veh	1.5	1.0	10.5	1.9	0.0	7.0	60.5	0.1	0.0	2.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	5.3	1.7	0.0	5.2	9.2	3.5	0.5	2.2	7.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	56.3	69.2	64.6	0.0	63.4	121.2	11.6	9.9	67.7	30.3	23.7
LnGrp LOS	E	E	E	E	A	E	F	B	A	E	C	C
Approach Vol, veh/h		224		194			1085			837		
Approach Delay, s/veh		65.3		63.7			31.0			33.0		
Approach LOS		E		E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	83.3	9.5	23.2	12.5	89.8	11.3	21.4				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	13.5	40.3	13.8	43.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+1/5), s	19.0	19.0	3.0	12.4	6.6	12.0	5.5	13.9				
Green Ext Time (p_c), s	0.0	9.9	0.0	1.6	0.0	13.0	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	252	689	123	340	594	304	279	1382	472	330	1001	197
Future Volume (veh/h)	252	689	123	340	594	304	279	1382	472	330	1001	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	268	733	131	362	632	323	297	1470	502	351	1065	210
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	319	926	413	408	1047	467	347	1767	548	398	1833	561
Arrive On Green	0.09	0.26	0.26	0.12	0.29	0.29	0.10	0.34	0.34	0.11	0.36	0.36
Sat Flow, veh/h	3510	3610	1610	3510	3610	1609	3510	5187	1609	3483	5147	1575
Grp Volume(v), veh/h	268	733	131	362	632	323	297	1470	502	351	1065	210
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1609	1755	1729	1609	1742	1716	1575
Q Serve(g_s), s	10.9	27.5	9.5	14.7	21.8	25.9	12.1	37.8	43.4	14.4	24.4	14.4
Cycle Q Clear(g_c), s	10.9	27.5	9.5	14.7	21.8	25.9	12.1	37.8	43.4	14.4	24.4	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	926	413	408	1047	467	347	1767	548	398	1833	561
V/C Ratio(X)	0.84	0.79	0.32	0.89	0.60	0.69	0.86	0.83	0.92	0.88	0.58	0.37
Avail Cap(c_a), veh/h	470	1090	486	441	1090	486	453	1767	548	449	1833	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	64.9	50.3	43.6	63.1	44.3	45.7	64.3	44.0	45.8	63.3	37.9	34.7
Incr Delay (d2), s/veh	5.8	4.8	1.0	2.0	0.1	0.4	9.9	4.7	22.5	15.1	1.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	12.9	3.9	6.5	9.5	10.3	5.8	16.3	20.4	7.1	10.1	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	55.1	44.7	65.1	44.4	46.1	74.2	48.7	68.3	78.3	39.2	36.5
LnGrp LOS	E	E	D	E	D	D	E	D	E	E	D	D
Approach Vol, veh/h		1132			1317			2269			1626	
Approach Delay, s/veh		57.6			50.5			56.4			47.3	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.6	57.4	18.8	48.3	22.9	55.1	23.7	43.4				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1/4), s	11.1	26.4	12.9	27.9	16.4	45.4	16.7	29.5				
Green Ext Time (p_c), s	0.2	9.9	0.3	6.1	0.2	0.0	0.1	7.6				

Intersection Summary

HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	2	59	0	2	0	105	237	1	0	260	3
Future Vol, veh/h	4	2	59	0	2	0	105	237	1	0	260	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	1	1	1
Mvmt Flow	5	2	69	0	2	0	122	276	1	0	302	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	826	825	304	860	826	277	305	0	0	277	0	0
Stage 1	304	304	-	521	521	-	-	-	-	-	-	-
Stage 2	522	521	-	339	305	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	293	310	740	276	307	762	1262	-	-	1292	-	-
Stage 1	710	667	-	539	532	-	-	-	-	-	-	-
Stage 2	542	535	-	676	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	266	275	740	227	272	762	1262	-	-	1292	-	-
Mov Cap-2 Maneuver	266	275	-	227	272	-	-	-	-	-	-	-
Stage 1	629	667	-	478	471	-	-	-	-	-	-	-
Stage 2	478	474	-	611	662	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		18.3		2.5		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1262	-	-	637	272	1292	-	-
HCM Lane V/C Ratio	0.097	-	-	0.119	0.009	-	-	-
HCM Control Delay (s)	8.2	0	-	11.4	18.3	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	0	0	-	-

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	96	34	17	105	105	49	243	18	105	239	2
Future Vol, veh/h	3	96	34	17	105	105	49	243	18	105	239	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	3	109	39	19	119	119	56	276	20	119	272	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.3	14.3	17.5	19.9
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	2%	7%	30%
Vol Thru, %	78%	72%	46%	69%
Vol Right, %	6%	26%	46%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	310	133	227	346
LT Vol	49	3	17	105
Through Vol	243	96	105	239
RT Vol	18	34	105	2
Lane Flow Rate	352	151	258	393
Geometry Grp	1	1	1	1
Degree of Util (X)	0.591	0.28	0.447	0.657
Departure Headway (Hd)	6.035	6.659	6.241	6.015
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	538	575	598
Service Time	4.087	4.724	4.299	4.065
HCM Lane V/C Ratio	0.592	0.281	0.449	0.657
HCM Control Delay	17.5	12.3	14.3	19.9
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	3.8	1.1	2.3	4.8

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr






Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	981	153	105	868	201	195	489	150	151	346	103
Future Volume (veh/h)	137	981	153	105	868	201	195	489	150	151	346	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	147	1055	165	113	933	216	210	526	161	162	372	111
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	173	984	439	151	497	421	236	723	613	188	673	571
Arrive On Green	0.10	0.27	0.27	0.08	0.26	0.26	0.13	0.38	0.38	0.10	0.36	0.36
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	147	1055	165	113	933	216	210	526	161	162	372	111
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	10.5	35.7	10.9	7.9	34.0	14.9	15.0	31.0	9.0	11.5	20.5	6.2
Cycle Q Clear(g_c), s	10.5	35.7	10.9	7.9	34.0	14.9	15.0	31.0	9.0	11.5	20.5	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	984	439	151	497	421	236	723	613	188	673	571
V/C Ratio(X)	0.85	1.07	0.38	0.75	1.88	0.51	0.89	0.73	0.26	0.86	0.55	0.19
Avail Cap(c_a), veh/h	290	984	439	292	497	421	290	723	613	290	673	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	47.1	38.1	58.3	48.0	40.9	55.6	34.3	27.5	57.3	33.5	28.9
Incr Delay (d2), s/veh	2.8	43.4	0.4	2.8	402.5	1.7	21.5	6.3	1.0	9.6	3.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	21.1	4.2	3.6	70.9	5.9	8.0	14.9	3.5	5.7	10.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	90.5	38.6	61.1	450.5	42.6	77.0	40.6	28.5	66.9	36.7	29.6
LnGrp LOS	E	F	D	E	F	D	E	D	C	E	D	C
Approach Vol, veh/h		1367			1262			897			645	
Approach Delay, s/veh		81.0			345.8			47.0			43.1	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.1	52.4	16.5	40.0	17.6	55.9	14.8	41.7				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+11), s	11.0	22.5	12.5	36.0	13.5	33.0	9.9	37.7				
Green Ext Time (p_c), s	0.1	2.8	0.1	0.0	0.1	0.4	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay		148.0										
HCM 6th LOS			F									

Intersection

Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	216	4	0	224	4	0
Future Vol, veh/h	216	4	0	224	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	235	4	0	243	4	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.7	8.7	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	98%	100%
Vol Right, %	0%	2%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	4	220	224
LT Vol	4	0	0
Through Vol	0	216	224
RT Vol	0	4	0
Lane Flow Rate	4	239	243
Geometry Grp	1	1	1
Degree of Util (X)	0.006	0.272	0.276
Departure Headway (Hd)	5.121	4.094	4.086
Convergence, Y/N	Yes	Yes	Yes
Cap	703	870	874
Service Time	3.121	2.148	2.139
HCM Lane V/C Ratio	0.006	0.275	0.278
HCM Control Delay	8.2	8.7	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	1.1	1.1

Intersection													
Intersection Delay, s/veh33.9													
Intersection LOS D													

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵		↵	↵		↵	↵	↵	↵↵	
Traffic Vol, veh/h	0	0	0	291	0	1	30	0	168	411	1	124	0
Future Vol, veh/h	0	0	0	291	0	1	30	0	168	411	1	124	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	2	2	0	0	0
Mvmt Flow	0	0	0	388	0	1	40	0	224	548	1	165	0
Number of Lanes	0	0	0	1	0	1	1	0	1	1	1	2	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	38.7	36.2	11.4
HCM LOS	E	E	B

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	100%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	168	411	291	1	1	62	62
LT Vol	0	0	0	291	0	1	0	0
Through Vol	30	168	0	0	0	0	62	62
RT Vol	0	0	411	0	1	0	0	0
Lane Flow Rate	40	224	548	388	1	1	83	83
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.076	0.426	0.933	0.835	0.002	0.003	0.186	0.146
Departure Headway (Hd)	6.81	6.844	6.127	7.75	6.551	8.631	8.114	6.354
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	526	592	469	550	414	441	563
Service Time	4.549	4.584	3.867	5.45	4.251	6.389	5.871	4.11
HCM Lane V/C Ratio	0.076	0.426	0.926	0.827	0.002	0.002	0.188	0.147
HCM Control Delay	10.1	14.6	46.9	38.8	9.3	11.4	12.7	10.2
HCM Lane LOS	B	B	E	E	A	B	B	B
HCM 95th-tile Q	0.2	2.1	12.1	8.2	0	0	0.7	0.5

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	186	863	155	164	874	142	203	392	175	131	265	156
Future Volume (veh/h)	186	863	155	164	874	142	203	392	175	131	265	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	908	163	173	920	149	214	413	184	138	279	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	870	387	250	877	391	238	1255	560	612	1409	628
Arrive On Green	0.07	0.24	0.24	0.07	0.24	0.24	0.13	0.35	0.35	0.17	0.39	0.39
Sat Flow, veh/h	3483	3582	1594	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	196	908	163	173	920	149	214	413	184	138	279	164
Grp Sat Flow(s),veh/h/ln	1742	1791	1594	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.8	34.0	12.1	6.7	34.0	10.8	16.3	11.8	11.8	4.7	7.1	9.7
Cycle Q Clear(g_c), s	7.8	34.0	12.1	6.7	34.0	10.8	16.3	11.8	11.8	4.7	7.1	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	870	387	250	877	391	238	1255	560	612	1409	628
V/C Ratio(X)	0.79	1.04	0.42	0.69	1.05	0.38	0.90	0.33	0.33	0.23	0.20	0.26
Avail Cap(c_a), veh/h	607	870	387	612	877	391	315	1255	560	612	1409	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	53.0	44.7	63.5	53.0	44.2	59.8	33.6	33.6	49.7	28.2	29.0
Incr Delay (d2), s/veh	2.1	42.3	1.1	1.3	44.2	0.9	18.1	0.7	1.5	0.9	0.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	19.9	4.8	3.0	20.2	4.3	8.5	5.2	4.7	2.1	3.1	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	95.3	45.8	64.8	97.2	45.1	77.9	34.3	35.1	50.5	28.5	30.0
LnGrp LOS	E	F	D	E	F	D	E	C	D	D	C	C
Approach Vol, veh/h		1267			1242			811			581	
Approach Delay, s/veh		84.4			86.4			46.0			34.2	
Approach LOS		F			F			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	60.3	15.6	40.0	30.0	54.4	15.6	40.0				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+1/3), s	11.3	11.7	9.8	36.0	6.7	13.8	8.7	36.0				
Green Ext Time (p_c), s	0.1	6.1	0.3	0.0	0.2	5.9	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											69.6	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	89	157	810	545	74
Future Volume (veh/h)	90	89	157	810	545	74
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	111	110	194	1000	673	91
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	168	150	169	2817	2329	1039
Arrive On Green	0.09	0.09	0.09	0.79	0.65	0.65
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	111	110	194	1000	673	91
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	5.1	5.7	8.0	7.0	6.9	1.8
Cycle Q Clear(g_c), s	5.1	5.7	8.0	7.0	6.9	1.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	168	150	169	2817	2329	1039
V/C Ratio(X)	0.66	0.74	1.15	0.36	0.29	0.09
Avail Cap(c_a), veh/h	530	472	169	2817	2329	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	37.2	37.5	38.5	2.7	6.6	5.7
Incr Delay (d2), s/veh	1.7	2.6	114.6	0.4	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.2	8.8	1.6	2.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.9	40.1	153.1	3.0	6.9	5.8
LnGrp LOS	D	D	F	A	A	A
Approach Vol, veh/h	221			1194	764	
Approach Delay, s/veh	39.5			27.4	6.7	
Approach LOS	D			C	A	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.0	60.1			72.1	12.9
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	30.0	37.7			49.7	25.1
Max Q Clear Time (g_c+I), s	10.0	8.9			9.0	7.7
Green Ext Time (p_c), s	0.0	6.3			11.5	0.3

Intersection Summary

HCM 6th Ctrl Delay		21.4				
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	472	393	43	449	74	312	882	46	43	553	48
Future Volume (veh/h)	55	472	393	43	449	74	312	882	46	43	553	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	59	502	418	46	478	79	332	938	49	46	588	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	99	503	426	92	492	416	352	1823	794	93	1313	571
Arrive On Green	0.05	0.26	0.26	0.05	0.26	0.26	0.20	0.51	0.51	0.05	0.36	0.36
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1560	1810	3610	1569
Grp Volume(v), veh/h	59	502	418	46	478	79	332	938	49	46	588	51
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1560	1810	1805	1569
Q Serve(g_s), s	4.8	39.6	38.7	3.7	37.7	5.8	27.3	26.1	2.4	3.7	18.6	3.2
Cycle Q Clear(g_c), s	4.8	39.6	38.7	3.7	37.7	5.8	27.3	26.1	2.4	3.7	18.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	503	426	92	492	416	352	1823	794	93	1313	571
V/C Ratio(X)	0.59	1.00	0.98	0.50	0.97	0.19	0.94	0.51	0.06	0.50	0.45	0.09
Avail Cap(c_a), veh/h	374	503	426	311	492	416	371	1823	794	314	1313	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	55.1	54.8	69.3	54.9	43.1	59.4	24.5	18.7	69.3	36.3	31.4
Incr Delay (d2), s/veh	2.1	39.7	38.5	1.6	33.3	0.3	20.8	0.6	0.1	1.5	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	24.0	19.8	1.7	22.0	2.3	14.2	10.9	0.9	1.8	8.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	94.8	93.3	70.9	88.2	43.4	80.2	25.1	18.8	70.8	37.4	31.7
LnGrp LOS	E	F	F	E	F	D	F	C	B	E	D	C
Approach Vol, veh/h	979			603			1319			685		
Approach Delay, s/veh	92.7			81.0			38.7			39.2		
Approach LOS	F			F			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.4	59.9	12.2	44.4	11.7	81.6	11.7	45.0				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7				
Max Q Clear Time (g_c+Q), s	29.3	20.6	6.8	39.7	5.7	28.1	5.7	41.6				
Green Ext Time (p_c), s	0.1	4.9	0.1	0.0	0.0	6.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	60.7
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	357	176	36	322	116	147	1164	67	107	865	17
Future Volume (veh/h)	22	357	176	36	322	116	147	1164	67	107	865	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	388	191	39	350	126	160	1265	73	116	940	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	81	434	367	107	460	390	187	1597	92	171	1636	31
Arrive On Green	0.05	0.23	0.23	0.06	0.24	0.24	0.10	0.46	0.46	0.09	0.45	0.45
Sat Flow, veh/h	1795	1885	1596	1795	1885	1598	1810	3464	200	1810	3621	69
Grp Volume(v), veh/h	24	388	191	39	350	126	160	658	680	116	469	489
Grp Sat Flow(s),veh/h/ln	1795	1885	1596	1795	1885	1598	1810	1805	1859	1810	1805	1886
Q Serve(g_s), s	1.6	24.9	13.1	2.6	21.5	8.1	10.9	38.7	38.8	7.8	24.0	24.0
Cycle Q Clear(g_c), s	1.6	24.9	13.1	2.6	21.5	8.1	10.9	38.7	38.8	7.8	24.0	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.04
Lane Grp Cap(c), veh/h	81	434	367	107	460	390	187	832	857	171	816	852
V/C Ratio(X)	0.30	0.89	0.52	0.37	0.76	0.32	0.85	0.79	0.79	0.68	0.57	0.57
Avail Cap(c_a), veh/h	158	593	502	158	593	502	304	832	857	232	816	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	57.7	46.6	42.1	56.5	43.8	38.8	55.1	28.6	28.6	54.8	25.4	25.4
Incr Delay (d2), s/veh	0.7	11.6	0.8	0.8	4.4	0.5	6.6	7.6	7.5	1.4	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.7	5.1	1.2	10.3	3.2	5.2	17.4	18.0	3.5	10.3	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	58.2	42.9	57.3	48.3	39.3	61.7	36.1	36.1	56.2	27.7	27.6
LnGrp LOS	E	E	D	E	D	D	E	D	D	E	C	C
Approach Vol, veh/h		603			515			1498			1074	
Approach Delay, s/veh		53.4			46.8			38.8			30.7	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	62.2	9.7	36.2	15.8	63.3	11.4	34.5				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+1/2g), s	11.0	26.0	3.6	23.5	9.8	40.8	4.6	26.9				
Green Ext Time (p_c), s	0.1	3.5	0.0	2.2	0.1	0.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay											40.0	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	1755	545	0	1595	766	0	0	0	73	0	342
Future Volume (veh/h)	0	1755	545	0	1595	766	0	0	0	73	0	342
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1773	551	0	1505	0				74	0	345
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3284	809	0	2864					571	0	461
Arrive On Green	0.00	0.51	0.51	0.00	0.51	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	6749	1598	0	5656	3195				3483	0	2812
Grp Volume(v), veh/h	0	1773	551	0	1505	0				74	0	345
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	24.5	34.3	0.0	23.6	0.0				2.4	0.0	15.4
Cycle Q Clear(g_c), s	0.0	24.5	34.3	0.0	23.6	0.0				2.4	0.0	15.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3284	809	0	2864					571	0	461
V/C Ratio(X)	0.00	0.54	0.68	0.00	0.53					0.13	0.00	0.75
Avail Cap(c_a), veh/h	0	3341	823	0	2913					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.1	24.6	0.0	21.9	0.0				47.1	0.0	52.6
Incr Delay (d2), s/veh	0.0	0.6	4.6	0.0	0.6	0.0				0.3	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	13.3	0.0	10.1	0.0				1.1	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.8	29.2	0.0	22.6	0.0				47.4	0.0	58.5
LnGrp LOS		A	C		A	C				D	A	E
Approach Vol, veh/h		2324			1505					419		
Approach Delay, s/veh		24.3			22.6					56.5		
Approach LOS		C			C					E		
Timer - Assigned Phs		2			4					6		
Phs Duration (G+Y+Rc), s		73.6			29.0					73.6		
Change Period (Y+Rc), s		6.8			7.3					6.8		
Max Green Setting (Gmax), s		68.0			49.9					68.0		
Max Q Clear Time (g_c+I1), s		36.3			17.4					25.6		
Green Ext Time (p_c), s		30.5			4.2					33.7		

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	1462	367	0	1822	199	520	0	987	0	0	0
Future Volume (veh/h)	0	1462	367	0	1822	199	520	0	987	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No		No		No		No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1507	0	0	1878	205	536	0	1018			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1507	0	0	1878	205	536	0	1018			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	23.2	0.0	0.0	18.3	8.2	10.4	0.0	42.4			
Cycle Q Clear(g_c), s	0.0	23.2	0.0	0.0	18.3	8.2	10.4	0.0	42.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.51		0.00	0.43	0.23	0.32	0.00	1.11			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.94	0.00	0.00	0.54	0.54	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.1	0.0	0.0	16.0	13.8	33.0	0.0	43.8			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.2	0.3	0.5	0.0	64.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	8.7	0.0	0.0	6.0	2.9	4.3	0.0	22.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.7	0.0	0.0	16.2	14.1	33.5	0.0	108.5			
LnGrp LOS	A	B		A	B	B	C	A	F			
Approach Vol, veh/h		1507			2083			1554				
Approach Delay, s/veh		17.7			16.0			82.6				
Approach LOS		B			B			F				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		80.8				80.8		49.2				
Change Period (Y+Rc), s		6.8				6.8		6.8				
Max Green Setting (Gmax), s		74.0				74.0		42.4				
Max Q Clear Time (g_c+1), s		25.2				20.3		44.4				
Green Ext Time (p_c), s		37.7				49.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay												36.6
HCM 6th LOS												D
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖↗
Traffic Volume (veh/h)	677	1428	330	319	1137	203	389	560	280	316	361	484
Future Volume (veh/h)	677	1428	330	319	1137	203	389	560	280	316	361	484
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	705	1488	344	332	1184	211	405	583	292	329	376	504
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	562	1889	586	381	1622	503	457	950	434	380	1305	703
Arrive On Green	0.16	0.37	0.37	0.11	0.32	0.32	0.13	0.27	0.27	0.11	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1579	3483	5147	2773
Grp Volume(v), veh/h	705	1488	344	332	1184	211	405	583	292	329	376	504
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1579	1742	1716	1387
Q Serve(g_s), s	25.0	39.9	26.9	14.5	31.7	16.2	17.6	22.8	25.5	14.4	9.1	25.7
Cycle Q Clear(g_c), s	25.0	39.9	26.9	14.5	31.7	16.2	17.6	22.8	25.5	14.4	9.1	25.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	1889	586	381	1622	503	457	950	434	380	1305	703
V/C Ratio(X)	1.25	0.79	0.59	0.87	0.73	0.42	0.89	0.61	0.67	0.87	0.29	0.72
Avail Cap(c_a), veh/h	562	1889	586	562	1622	503	679	950	434	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	43.7	39.6	67.9	47.2	41.9	66.3	49.1	50.0	67.9	46.6	52.8
Incr Delay (d2), s/veh	123.5	2.1	2.6	7.1	2.9	2.6	7.0	3.0	8.1	2.4	0.6	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	20.5	16.9	10.8	6.8	13.7	6.7	8.2	10.1	10.9	6.4	3.9	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	188.5	45.8	42.2	75.0	50.2	44.5	73.3	52.0	58.1	70.3	47.1	59.0
LnGrp LOS	F	D	D	E	D	D	E	D	E	E	D	E
Approach Vol, veh/h		2537			1727			1280			1209	
Approach Delay, s/veh		84.9			54.2			60.1			58.4	
Approach LOS		F			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	54.8	21.9	48.3	22.0	62.9	25.2	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+D), s	27.0	33.7	16.4	27.5	16.5	41.9	19.6	27.7				
Green Ext Time (p_c), s	0.0	3.2	0.5	2.8	0.4	0.0	0.6	3.8				

Intersection Summary

HCM 6th Ctrl Delay	67.6
HCM 6th LOS	E

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	176	28	11	196	17	11
Future Vol, veh/h	176	28	11	196	17	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	187	30	12	209	18	12

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	217	0	435
Stage 1	-	-	-	-	202
Stage 2	-	-	-	-	233
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1365	-	582
Stage 1	-	-	-	-	837
Stage 2	-	-	-	-	810
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1365	-	576
Mov Cap-2 Maneuver	-	-	-	-	576
Stage 1	-	-	-	-	837
Stage 2	-	-	-	-	802

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	658	-	-	1365	-
HCM Lane V/C Ratio	0.045	-	-	0.009	-
HCM Control Delay (s)	10.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	6	70	118	207	126	10
Future Vol, veh/h	6	70	118	207	126	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	76	128	225	137	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	624	143	148	0	0
Stage 1	143	-	-	-	-
Stage 2	481	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	452	910	1446	-	-
Stage 1	889	-	-	-	-
Stage 2	626	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	406	910	1446	-	-
Mov Cap-2 Maneuver	406	-	-	-	-
Stage 1	799	-	-	-	-
Stage 2	626	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	2.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1446	-	829	-	-
HCM Lane V/C Ratio	0.089	-	0.1	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	533.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	133	886	160	62	915	31	183	25	74	19	43	108
Future Vol, veh/h	133	886	160	62	915	31	183	25	74	19	43	108
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	141	943	170	66	973	33	195	27	79	20	46	115
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	708.5	552.5	38	27.3
HCM LOS	F	F	E	D




Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	65%	11%	6%	11%
Vol Thru, %	9%	75%	91%	25%
Vol Right, %	26%	14%	3%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	282	1179	1008	170
LT Vol	183	133	62	19
Through Vol	25	886	915	43
RT Vol	74	160	31	108
Lane Flow Rate	300	1254	1072	181
Geometry Grp	1	1	1	1
Degree of Util (X)	0.67	2.514	2.16	0.42
Departure Headway (Hd)	12.669	9.206	9.802	14.329
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	288	414	386	253
Service Time	10.669	7.206	7.802	12.329
HCM Lane V/C Ratio	1.042	3.029	2.777	0.715
HCM Control Delay	38	708.5	552.5	27.3
HCM Lane LOS	E	F	F	D
HCM 95th-tile Q	4.4	78.7	58.4	2

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	585	161	52	659	128	282	122	76	110	129	36
Future Volume (veh/h)	43	585	161	52	659	128	282	122	76	110	129	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	45	616	169	55	694	135	297	128	80	116	136	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	81	802	358	86	427	362	319	980	830	139	594	166
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.18	0.52	0.52	0.08	0.42	0.42
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1598	1795	1417	396
Grp Volume(v), veh/h	45	616	169	55	694	135	297	128	80	116	0	174
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1598	1795	0	1813
Q Serve(g_s), s	3.7	24.2	13.8	4.5	34.0	10.7	24.5	5.2	3.8	9.6	0.0	9.2
Cycle Q Clear(g_c), s	3.7	24.2	13.8	4.5	34.0	10.7	24.5	5.2	3.8	9.6	0.0	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	81	802	358	86	427	362	319	980	830	139	0	760
V/C Ratio(X)	0.56	0.77	0.47	0.64	1.62	0.37	0.93	0.13	0.10	0.84	0.00	0.23
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	980	830	371	0	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	54.6	50.5	70.1	58.0	49.0	60.8	18.6	18.2	68.3	0.0	28.0
Incr Delay (d2), s/veh	2.2	5.1	1.8	2.9	291.4	1.2	26.2	0.3	0.2	5.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.4	5.7	2.1	50.3	4.4	13.3	2.3	1.5	4.5	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	59.6	52.3	73.0	349.4	50.2	87.0	18.8	18.5	73.3	0.0	28.7
LnGrp LOS	E	E	D	E	F	D	F	B	B	E	A	C
Approach Vol, veh/h		830			884			505			290	
Approach Delay, s/veh		58.8			286.5			58.9			46.5	
Approach LOS		E			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.6	68.6	10.8	40.0	15.6	83.6	11.2	39.6				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0				
Max Q Clear Time (g_c+20), s	20.5	11.2	5.7	36.0	11.6	7.2	6.5	26.2				
Green Ext Time (p_c), s	0.2	0.8	0.0	0.0	0.1	0.8	0.0	4.0				
Intersection Summary												
HCM 6th Ctrl Delay			137.6									
HCM 6th LOS			F									

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	0	10	0	0
Future Vol, veh/h	6	0	0	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	0	0	11	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	7	6	0	0	11	0
Stage 1	6	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1019	1083	-	-	1621	-
Stage 1	1022	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	1019	1083	-	-	1621	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1028	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1019	1621
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	0	10	35	0	6
Future Vol, veh/h	21	0	10	35	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	11	38	0	7

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	37	30	0	0	49
Stage 1	30	-	-	-	-
Stage 2	7	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	981	1050	-	-	1571
Stage 1	998	-	-	-	-
Stage 2	1021	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	981	1050	-	-	1571
Mov Cap-2 Maneuver	981	-	-	-	-
Stage 1	998	-	-	-	-
Stage 2	1021	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	981	1571
HCM Lane V/C Ratio	-	-	0.023	-
HCM Control Delay (s)	-	-	8.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	0	84	45	0	50
Future Vol, veh/h	27	0	84	45	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	0	91	49	0	54

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	29	0	260 29
Stage 1	-	-	-	-	29 -
Stage 2	-	-	-	-	231 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1597	-	733 1052
Stage 1	-	-	-	-	999 -
Stage 2	-	-	-	-	812 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1597	-	690 1052
Mov Cap-2 Maneuver	-	-	-	-	690 -
Stage 1	-	-	-	-	999 -
Stage 2	-	-	-	-	764 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1052	-	-	1597	-
HCM Lane V/C Ratio	0.052	-	-	0.057	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	4	37	63	23	32	7
Future Vol, veh/h	4	37	63	23	32	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	40	68	25	35	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	200	39	43	0	0
Stage 1	39	-	-	-	-
Stage 2	161	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	793	1038	1579	-	-
Stage 1	989	-	-	-	-
Stage 2	873	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	758	1038	1579	-	-
Mov Cap-2 Maneuver	758	-	-	-	-
Stage 1	945	-	-	-	-
Stage 2	873	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	1002	-	-
HCM Lane V/C Ratio	0.043	-	0.044	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	39	66	82	62	7
Future Vol, veh/h	4	39	66	82	62	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	42	72	89	67	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	304	71	75	0	0
Stage 1	71	-	-	-	-
Stage 2	233	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	692	997	1537	-	-
Stage 1	957	-	-	-	-
Stage 2	810	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	658	997	1537	-	-
Mov Cap-2 Maneuver	658	-	-	-	-
Stage 1	910	-	-	-	-
Stage 2	810	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	951	-	-
HCM Lane V/C Ratio	0.047	-	0.049	-	-
HCM Control Delay (s)	7.5	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	4	41	70	144	95	7
Future Vol, veh/h	4	41	70	144	95	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	45	76	157	103	8

























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	416	107	111	0	0
Stage 1	107	-	-	-	-
Stage 2	309	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	597	953	1492	-	-
Stage 1	922	-	-	-	-
Stage 2	749	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	564	953	1492	-	-
Mov Cap-2 Maneuver	564	-	-	-	-
Stage 1	870	-	-	-	-
Stage 2	749	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1492	-	898	-	-
HCM Lane V/C Ratio	0.051	-	0.054	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	93	230	42	447	77	440	440	28	65	611	90
Future Volume (veh/h)	23	93	230	42	447	77	440	440	28	65	611	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	25	101	250	46	486	84	478	478	30	71	664	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	65	529	448	87	540	457	353	1654	738	98	2083	647
Arrive On Green	0.04	0.28	0.28	0.05	0.29	0.29	0.03	0.15	0.15	0.06	0.41	0.41
Sat Flow, veh/h	1795	1885	1598	1781	1870	1585	3483	3582	1598	1781	5106	1585
Grp Volume(v), veh/h	25	101	250	46	486	84	478	478	30	71	664	98
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1870	1585	1742	1791	1598	1781	1702	1585
Q Serve(g_s), s	1.8	5.5	18.0	3.4	33.7	5.4	13.7	16.0	2.2	5.3	11.9	5.3
Cycle Q Clear(g_c), s	1.8	5.5	18.0	3.4	33.7	5.4	13.7	16.0	2.2	5.3	11.9	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	529	448	87	540	457	353	1654	738	98	2083	647
V/C Ratio(X)	0.39	0.19	0.56	0.53	0.90	0.18	1.35	0.29	0.04	0.72	0.32	0.15
Avail Cap(c_a), veh/h	205	617	523	211	612	519	353	1654	738	194	2083	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	36.9	41.4	62.7	46.2	36.1	65.2	37.6	31.7	62.8	27.2	25.2
Incr Delay (d2), s/veh	1.4	0.4	2.6	1.9	16.3	0.3	174.0	0.4	0.1	3.7	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.6	7.5	1.6	18.1	2.1	14.9	7.7	0.9	2.4	4.8	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	37.3	44.0	64.6	62.5	36.4	239.3	38.0	31.8	66.5	27.6	25.7
LnGrp LOS	E	D	D	E	E	D	F	D	C	E	C	C
Approach Vol, veh/h		376			616			986			833	
Approach Delay, s/veh		43.6			59.1			135.4			30.7	
Approach LOS		D			E			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	60.8	9.5	44.8	12.7	68.0	10.6	43.7				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	15.7	13.9	3.8	35.7	7.3	18.0	5.4	20.0				
Green Ext Time (p_c), s	0.0	10.3	0.0	3.3	0.0	6.3	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			75.4									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary
 2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	156	250	99	362	159	137	796	20	55	803	79
Future Volume (veh/h)	72	156	250	99	362	159	137	796	20	55	803	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	78	170	272	108	393	173	149	865	22	60	873	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	100	591	501	131	393	173	173	2007	623	95	1796	543
Arrive On Green	0.06	0.32	0.32	0.07	0.32	0.32	0.10	0.39	0.39	0.11	0.70	0.70
Sat Flow, veh/h	1781	1870	1585	1767	1221	538	1781	5106	1585	1795	5147	1557
Grp Volume(v), veh/h	78	170	272	108	0	566	149	865	22	60	873	86
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1759	1781	1702	1585	1795	1716	1557
Q Serve(g_s), s	5.8	9.2	19.1	8.1	0.0	43.4	11.1	16.7	1.2	4.3	10.5	2.5
Cycle Q Clear(g_c), s	5.8	9.2	19.1	8.1	0.0	43.4	11.1	16.7	1.2	4.3	10.5	2.5
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	591	501	131	0	567	173	2007	623	95	1796	543
V/C Ratio(X)	0.78	0.29	0.54	0.82	0.00	1.00	0.86	0.43	0.04	0.63	0.49	0.16
Avail Cap(c_a), veh/h	182	603	511	202	0	567	194	2007	623	196	1796	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.91	0.91	0.91
Uniform Delay (d), s/veh	62.9	34.7	38.1	61.6	0.0	45.7	60.1	29.9	25.2	59.1	14.8	13.6
Incr Delay (d2), s/veh	4.9	0.3	1.3	8.5	0.0	37.5	23.3	0.6	0.1	2.3	0.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.3	7.7	4.0	0.0	24.7	6.2	7.0	0.5	2.0	3.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	35.1	39.4	70.1	0.0	83.2	83.3	30.5	25.3	61.4	15.7	14.2
LnGrp LOS	E	D	D	E	A	F	F	C	C	E	B	B
Approach Vol, veh/h		520			674			1036			1019	
Approach Delay, s/veh		42.3			81.1			38.0			18.3	
Approach LOS		D			F			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	52.8	13.8	50.0	12.5	58.8	14.6	49.2				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+1/3), s	11.0	12.5	7.8	45.4	6.3	18.7	10.1	21.1				
Green Ext Time (p_c), s	0.0	14.7	0.0	0.0	0.0	11.7	0.1	2.4				

Intersection Summary

HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	112	407	286	308	611	239	390	916	320	258	1334	211
Future Volume (veh/h)	112	407	286	308	611	239	390	916	320	258	1334	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	122	442	311	335	664	260	424	996	348	280	1450	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	1	1	1
Cap, veh/h	189	870	388	381	1091	486	442	1909	592	330	1763	539
Arrive On Green	0.05	0.24	0.24	0.11	0.31	0.31	0.13	0.38	0.38	0.09	0.34	0.34
Sat Flow, veh/h	3456	3554	1585	3428	3526	1571	3428	5066	1571	3483	5147	1575
Grp Volume(v), veh/h	122	442	311	335	664	260	424	996	348	280	1450	229
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1571	1714	1689	1571	1742	1716	1575
Q Serve(g_s), s	5.0	15.6	26.7	14.0	23.2	19.9	17.8	22.1	25.7	11.5	37.4	16.2
Cycle Q Clear(g_c), s	5.0	15.6	26.7	14.0	23.2	19.9	17.8	22.1	25.7	11.5	37.4	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	870	388	381	1091	486	442	1909	592	330	1763	539
V/C Ratio(X)	0.64	0.51	0.80	0.88	0.61	0.53	0.96	0.52	0.59	0.85	0.82	0.42
Avail Cap(c_a), veh/h	462	1073	479	430	1091	486	442	1909	592	449	1763	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	67.1	47.2	51.4	63.5	42.6	41.4	62.8	35.0	36.2	64.6	43.6	36.7
Incr Delay (d2), s/veh	1.4	1.1	11.0	1.8	0.1	0.1	32.1	1.0	4.2	7.1	3.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.1	11.8	6.2	10.2	7.8	9.8	9.4	10.6	5.4	16.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	48.3	62.4	65.2	42.7	41.5	94.9	36.1	40.4	71.7	47.4	38.7
LnGrp LOS	E	D	E	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		875			1259			1768			1959	
Approach Delay, s/veh		56.1			48.4			51.0			49.8	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	55.4	13.5	51.1	20.0	60.3	22.9	41.7				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1/3), s	19.8	39.4	7.0	25.2	13.5	27.7	16.0	28.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	7.1	0.3	9.5	0.2	6.7				
Intersection Summary												
HCM 6th Ctrl Delay											50.8	
HCM 6th LOS											D	

HCM 6th TWSC
4: Minnewawa Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour

Intersection												
Int Delay, s/veh	16.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	146	0	50	0	437	238	0	0	291	29
Future Vol, veh/h	5	2	146	0	50	0	437	238	0	0	291	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	5	2	159	0	54	0	475	259	0	0	316	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1568	1541	332	1622	1557	259	348	0	0	259	0	0
Stage 1	332	332	-	1209	1209	-	-	-	-	-	-	-
Stage 2	1236	1209	-	413	348	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	90	115	707	82	113	780	1200	-	-	1306	-	-
Stage 1	679	643	-	223	256	-	-	-	-	-	-	-
Stage 2	215	255	-	616	634	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	15	62	707	40	61	780	1200	-	-	1306	-	-
Mov Cap-2 Maneuver	15	62	-	40	61	-	-	-	-	-	-	-
Stage 1	365	643	-	120	138	-	-	-	-	-	-	-
Stage 2	70	137	-	476	634	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	38.4		195.2		6.4		0	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	267	61	1306	-	-
HCM Lane V/C Ratio	0.396	-	-	0.623	0.891	-	-	-
HCM Control Delay (s)	10	0	-	38.4	195.2	0	-	-
HCM Lane LOS	A	A	-	E	F	A	-	-
HCM 95th %tile Q(veh)	1.9	-	-	3.8	4.1	0	-	-

Intersection	
Intersection Delay, s/veh	442.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	128	96	43	511	371	115	269	12	163	589	8
Future Vol, veh/h	3	128	96	43	511	371	115	269	12	163	589	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	3	139	104	47	555	403	125	292	13	177	640	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	48.6	642.9	115.6	485.4
HCM LOS	E	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	1%	5%	21%
Vol Thru, %	68%	56%	55%	78%
Vol Right, %	3%	42%	40%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	227	925	760
LT Vol	115	3	43	163
Through Vol	269	128	511	589
RT Vol	12	96	371	8
Lane Flow Rate	430	247	1005	826
Geometry Grp	1	1	1	1
Degree of Util (X)	1.042	0.644	2.357	1.991
Departure Headway (Hd)	16.006	17.951	10.906	12.554
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	232	205	342	297
Service Time	14.006	15.951	8.906	10.554
HCM Lane V/C Ratio	1.853	1.205	2.939	2.781
HCM Control Delay	115.6	48.6	642.9	485.4
HCM Lane LOS	F	E	F	F
HCM 95th-tile Q	10	3.8	60.8	40.8

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	680	364	127	699	140	218	310	84	331	892	123
Future Volume (veh/h)	88	680	364	127	699	140	218	310	84	331	892	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	739	396	138	760	152	237	337	91	360	970	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	147	935	417	163	504	427	262	619	525	288	647	548
Arrive On Green	0.08	0.26	0.26	0.09	0.27	0.27	0.15	0.33	0.33	0.16	0.35	0.35
Sat Flow, veh/h	1795	3582	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	96	739	396	138	760	152	237	337	91	360	970	134
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.7	25.0	31.7	10.0	35.3	10.1	17.0	19.1	5.3	21.0	45.0	7.9
Cycle Q Clear(g_c), s	6.7	25.0	31.7	10.0	35.3	10.1	17.0	19.1	5.3	21.0	45.0	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	935	417	163	504	427	262	619	525	288	647	548
V/C Ratio(X)	0.65	0.79	0.95	0.84	1.51	0.36	0.91	0.54	0.17	1.25	1.50	0.24
Avail Cap(c_a), veh/h	290	937	418	285	504	427	288	619	525	288	647	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	44.7	47.2	58.1	47.4	38.2	54.6	35.5	30.8	54.5	42.5	30.4
Incr Delay (d2), s/veh	1.4	3.8	26.6	4.5	239.1	0.8	27.2	3.4	0.7	138.4	232.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	11.6	15.6	4.7	49.7	4.0	9.6	9.3	2.2	20.5	62.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	48.5	73.8	62.6	286.5	39.0	81.8	38.9	31.6	192.9	275.4	31.4
LnGrp LOS	E	D	E	E	F	D	F	D	C	F	F	C
Approach Vol, veh/h		1231			1050			665			1464	
Approach Delay, s/veh		57.5			221.2			53.2			232.8	
Approach LOS		E			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.1	51.0	14.7	41.3	25.0	49.1	16.0	39.9				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+1/9), s	19.0	47.0	8.7	37.3	23.0	21.1	12.0	33.7				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	2.0	0.1	0.3				

Intersection Summary

HCM 6th Ctrl Delay	154.0
HCM 6th LOS	F

Intersection												
Intersection Delay, s/veh	525.7											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	265	171	211	564	217	118	172	53	164	450	33
Future Vol, veh/h	18	265	171	211	564	217	118	172	53	164	450	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	4	4	4	0	0	0	0	0	0
Mvmt Flow	20	288	186	229	613	236	128	187	58	178	489	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	208.6	868	118.4	439.3
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	4%	21%	25%
Vol Thru, %	50%	58%	57%	70%
Vol Right, %	15%	38%	22%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	343	454	992	647
LT Vol	118	18	211	164
Through Vol	172	265	564	450
RT Vol	53	171	217	33
Lane Flow Rate	373	493	1078	703
Geometry Grp	1	1	1	1
Degree of Util (X)	0.991	1.284	2.849	1.866
Departure Headway (Hd)	20.887	19	13.14	15.572
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	179	197	291	239
Service Time	18.887	17	11.14	13.572
HCM Lane V/C Ratio	2.084	2.503	3.704	2.941
HCM Control Delay	118.4	208.6	868	439.3
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	7.9	13.5	67.6	30.4

Intersection													
Intersection Delay, s/veh	30.1												
Intersection LOS	D												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶		↷	↷		↶	↷	↶	↶↷	
Traffic Vol, veh/h	0	0	0	51	0	36	87	0	455	84	30	826	0
Future Vol, veh/h	0	0	0	51	0	36	87	0	455	84	30	826	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	9	9	0	0	0
Mvmt Flow	0	0	0	55	0	39	95	0	495	91	33	898	0
Number of Lanes	0	0	0	1	0	1	1	0	1	1	1	2	0

Approach	WB			NB			SB		
Opposing Approach				SB			NB		
Opposing Lanes	0			3			3		
Conflicting Approach Left	NB						WB		
Conflicting Lanes Left	3			0			2		
Conflicting Approach Right	SB			WB					
Conflicting Lanes Right	3			2			0		
HCM Control Delay	12.5			41.5			23.5		
HCM LOS	B			E			C		

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	100%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	455	84	51	36	30	413	413
LT Vol	0	0	0	51	0	30	0	0
Through Vol	87	455	0	0	0	0	413	413
RT Vol	0	0	84	0	36	0	0	0
Lane Flow Rate	95	495	91	55	39	33	449	449
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.177	0.945	0.157	0.14	0.085	0.064	0.82	0.606
Departure Headway (Hd)	6.724	6.879	6.173	9.084	7.863	7.078	6.574	4.86
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	531	524	577	397	459	503	548	736
Service Time	4.503	4.658	3.951	6.784	5.563	4.869	4.364	2.649
HCM Lane V/C Ratio	0.179	0.945	0.158	0.139	0.085	0.066	0.819	0.61
HCM Control Delay	11	53.1	10.1	13.3	11.3	10.4	32.9	15
HCM Lane LOS	B	F	B	B	B	B	D	B
HCM 95th-tile Q	0.6	11.9	0.6	0.5	0.3	0.2	8.2	4.1

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	82	716	210	317	675	152	117	142	173	119	437	206
Future Volume (veh/h)	82	716	210	317	675	152	117	142	173	119	437	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	89	778	228	345	734	165	127	154	188	129	475	224
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	237	842	375	400	1014	452	150	1049	468	588	1367	610
Arrive On Green	0.07	0.24	0.24	0.12	0.29	0.29	0.09	0.31	0.31	0.17	0.39	0.39
Sat Flow, veh/h	3428	3526	1569	3456	3554	1585	1711	3413	1522	3374	3469	1547
Grp Volume(v), veh/h	89	778	228	345	734	165	127	154	188	129	475	224
Grp Sat Flow(s),veh/h/ln	1714	1763	1569	1728	1777	1585	1711	1706	1522	1687	1735	1547
Q Serve(g_s), s	3.5	30.2	18.1	13.7	26.0	11.6	10.2	4.6	13.7	4.6	13.5	14.4
Cycle Q Clear(g_c), s	3.5	30.2	18.1	13.7	26.0	11.6	10.2	4.6	13.7	4.6	13.5	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	842	375	400	1014	452	150	1049	468	588	1367	610
V/C Ratio(X)	0.38	0.92	0.61	0.86	0.72	0.36	0.85	0.15	0.40	0.22	0.35	0.37
Avail Cap(c_a), veh/h	598	856	381	602	1014	452	298	1049	468	588	1367	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	52.0	47.4	60.8	45.0	39.9	62.9	35.2	38.3	49.6	29.8	30.0
Incr Delay (d2), s/veh	0.4	15.6	3.3	5.6	2.8	0.7	4.9	0.3	2.5	0.9	0.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	15.2	7.5	6.3	11.9	4.7	4.7	2.0	5.5	2.0	5.8	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	67.6	50.8	66.4	47.9	40.6	67.9	35.4	40.8	50.5	30.5	31.8
LnGrp LOS	E	E	D	E	D	D	E	D	D	D	C	C
Approach Vol, veh/h		1095			1244			469			828	
Approach Delay, s/veh		63.7			52.0			46.4			33.9	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	60.9	15.3	46.0	30.0	48.7	21.8	39.5				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+1/2), s	11.2	16.4	5.5	28.0	6.6	15.7	15.7	32.2				
Green Ext Time (p_c), s	0.1	9.0	0.1	3.4	0.2	3.0	0.5	1.3				

Intersection Summary

HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	234	283	405	833	289
Future Volume (veh/h)	81	234	283	405	833	289
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	254	308	440	905	314
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	329	293	272	2477	1766	788
Arrive On Green	0.18	0.18	0.15	0.70	0.50	0.50
Sat Flow, veh/h	1795	1598	1781	3647	3647	1585
Grp Volume(v), veh/h	88	254	308	440	905	314
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1585
Q Serve(g_s), s	3.6	13.1	13.0	3.6	14.6	10.6
Cycle Q Clear(g_c), s	3.6	13.1	13.0	3.6	14.6	10.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	329	293	272	2477	1766	788
V/C Ratio(X)	0.27	0.87	1.13	0.18	0.51	0.40
Avail Cap(c_a), veh/h	530	472	272	2477	1766	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.82	0.82
Uniform Delay (d), s/veh	29.8	33.7	36.0	4.5	14.4	13.4
Incr Delay (d2), s/veh	0.2	5.6	94.4	0.2	0.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.4	12.6	1.1	5.7	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.0	39.3	130.4	4.6	15.3	14.7
LnGrp LOS	C	D	F	A	B	B
Approach Vol, veh/h	342			748	1219	
Approach Delay, s/veh	36.9			56.4	15.1	
Approach LOS	D			E	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	7.0	47.5		64.5	20.5	
Change Period (Y+Rc), s	4.0	5.3		5.3	4.9	
Max Green Setting (Gmax), s	13.0	32.7		49.7	25.1	
Max Q Clear Time (g_c+1/2g), s	11.0	16.6		5.6	15.1	
Green Ext Time (p_c), s	0.0	8.4		4.1	0.4	
Intersection Summary						
HCM 6th Ctrl Delay			31.7			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	400	358	69	471	233	161	426	21	115	732	108
Future Volume (veh/h)	61	400	358	69	471	233	161	426	21	115	732	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	66	435	389	75	512	253	175	463	23	125	796	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	100	487	412	103	493	417	198	1677	730	148	1586	690
Arrive On Green	0.06	0.26	0.26	0.06	0.26	0.26	0.11	0.48	0.48	0.08	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1795	1885	1596	1767	3526	1535	1781	3554	1546
Grp Volume(v), veh/h	66	435	389	75	512	253	175	463	23	125	796	117
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1795	1885	1596	1767	1763	1535	1781	1777	1546
Q Serve(g_s), s	5.4	33.6	36.1	6.2	39.2	20.9	14.6	11.9	1.2	10.4	24.0	6.8
Cycle Q Clear(g_c), s	5.4	33.6	36.1	6.2	39.2	20.9	14.6	11.9	1.2	10.4	24.0	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	487	412	103	493	417	198	1677	730	148	1586	690
V/C Ratio(X)	0.66	0.89	0.94	0.73	1.04	0.61	0.88	0.28	0.03	0.85	0.50	0.17
Avail Cap(c_a), veh/h	368	495	420	311	493	417	365	1677	730	309	1586	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	53.5	54.4	69.5	55.4	48.6	65.6	23.7	20.9	67.8	29.6	24.9
Incr Delay (d2), s/veh	2.7	18.7	30.1	3.6	51.0	3.0	4.6	0.4	0.1	5.0	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	18.4	17.8	3.0	25.6	8.7	6.9	5.1	0.5	5.0	10.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.1	72.2	84.5	73.2	106.4	51.7	70.3	24.1	21.0	72.9	30.8	25.4
LnGrp LOS	E	E	F	E	F	D	E	C	C	E	C	C
Approach Vol, veh/h		890			840			661			1038	
Approach Delay, s/veh		77.6			87.0			36.2			35.2	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	72.2	12.4	44.5	16.4	76.6	12.6	44.3				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7				
Max Q Clear Time (g_c+1/6), s	11.6	26.0	7.4	41.2	12.4	13.9	8.2	38.1				
Green Ext Time (p_c), s	0.2	4.9	0.1	0.0	0.1	4.9	0.1	0.9				

Intersection Summary

HCM 6th Ctrl Delay	59.1
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	292	193	46	419	109	279	484	91	162	1050	57
Future Volume (veh/h)	14	292	193	46	419	109	279	484	91	162	1050	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	15	317	210	50	455	118	303	526	99	176	1141	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	56	429	363	117	502	426	297	1273	238	202	1296	70
Arrive On Green	0.03	0.24	0.24	0.07	0.27	0.27	0.17	0.43	0.43	0.11	0.38	0.38
Sat Flow, veh/h	1739	1826	1545	1781	1870	1585	1767	2952	553	1795	3450	187
Grp Volume(v), veh/h	15	317	210	50	455	118	303	313	312	176	592	611
Grp Sat Flow(s),veh/h/ln	1739	1826	1545	1781	1870	1585	1767	1763	1742	1795	1791	1846
Q Serve(g_s), s	1.1	20.1	15.0	3.4	29.4	7.4	21.0	15.4	15.5	12.1	38.5	38.6
Cycle Q Clear(g_c), s	1.1	20.1	15.0	3.4	29.4	7.4	21.0	15.4	15.5	12.1	38.5	38.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.10
Lane Grp Cap(c), veh/h	56	429	363	117	502	426	297	760	751	202	673	694
V/C Ratio(X)	0.27	0.74	0.58	0.43	0.91	0.28	1.02	0.41	0.42	0.87	0.88	0.88
Avail Cap(c_a), veh/h	153	574	486	157	588	498	297	760	751	230	673	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72
Uniform Delay (d), s/veh	59.0	44.2	42.3	56.1	44.2	36.1	52.0	24.6	24.6	54.6	36.4	36.4
Incr Delay (d2), s/veh	0.9	2.7	1.0	0.9	16.3	0.4	57.6	1.6	1.7	18.6	11.6	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.4	5.8	1.5	15.8	2.9	14.0	6.8	6.8	6.5	18.8	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	47.0	43.3	57.0	60.4	36.5	109.6	26.2	26.3	73.2	48.0	47.8
LnGrp LOS	E	D	D	E	E	D	F	C	C	E	D	D
Approach Vol, veh/h	542			623			928			1379		
Approach Delay, s/veh	45.9			55.6			53.5			51.1		
Approach LOS	D			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	52.7	8.1	39.3	18.1	59.6	12.2	35.1				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+2p_c), s	20.0	40.6	3.1	31.4	14.1	17.5	5.4	22.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	4.4	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay	51.7											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	1234	899	0	1698	859	0	0	0	78	0	787
Future Volume (veh/h)	0	1234	899	0	1698	859	0	0	0	78	0	787
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1313	956	0	1724	0				83	0	837
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	3959	975	0	3452					962	0	776
Arrive On Green	0.00	0.62	0.62	0.00	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6696	1585	0	5611	3170				3483	0	2812
Grp Volume(v), veh/h	0	1313	956	0	1724	0				83	0	837
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	12.8	76.0	0.0	0.0	0.0				2.3	0.0	35.9
Cycle Q Clear(g_c), s	0.0	12.8	76.0	0.0	0.0	0.0				2.3	0.0	35.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3959	975	0	3452					962	0	776
V/C Ratio(X)	0.00	0.33	0.98	0.00	0.50					0.09	0.00	1.08
Avail Cap(c_a), veh/h	0	3959	975	0	3453					962	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	24.2	0.0	0.0	0.0				34.9	0.0	47.0
Incr Delay (d2), s/veh	0.0	0.2	24.4	0.0	0.5	0.0				0.1	0.0	55.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	33.2	0.0	0.1	0.0				1.0	0.0	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.3	48.7	0.0	0.5	0.0				35.0	0.0	102.4
LnGrp LOS	A	B	D	A	A					C	A	F
Approach Vol, veh/h		2269			1724						920	
Approach Delay, s/veh		27.6			0.5						96.3	
Approach LOS		C			A						F	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		86.8		43.2		86.8						
Change Period (Y+Rc), s		6.8		7.3		6.8						
Max Green Setting (Gmax), s		80.0		35.9		80.0						
Max Q Clear Time (g_c+I1), s		78.0		37.9		2.0						
Green Ext Time (p_c), s		2.0		0.0		63.7						

Intersection Summary

HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	1078	234	0	2071	93	486	0	604	0	0	0
Future Volume (veh/h)	0	1078	234	0	2071	93	486	0	604	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No		No		No		No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	1172	0	0	2251	101	528	0	657			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	1172	0	0	2251	101	528	0	657			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	16.1	0.0	0.0	22.6	3.6	10.7	0.0	28.2			
Cycle Q Clear(g_c), s	0.0	16.1	0.0	0.0	22.6	3.6	10.7	0.0	28.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.39		0.00	0.50	0.11	0.34	0.00	0.77			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.96	0.00	0.00	0.54	0.54	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.6	0.0	0.0	15.9	12.0	34.6	0.0	40.6			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.2	0.1	0.6	0.0	6.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	6.2	0.0	0.0	7.8	1.3	4.4	0.0	10.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	0.0	0.0	16.1	12.1	35.2	0.0	47.2			
LnGrp LOS		A	B		A	B	B	D	A		D	
Approach Vol, veh/h		1172			2352				1185			
Approach Delay, s/veh		14.9			16.0				41.9			
Approach LOS		B			B				D			
Timer - Assigned Phs		2				6			8			
Phs Duration (G+Y+Rc), s		82.8				82.8			47.2			
Change Period (Y+Rc), s		6.8				6.8			6.8			
Max Green Setting (Gmax), s		76.0				76.0			40.4			
Max Q Clear Time (g_c+1), s		18.1				24.6			30.2			
Green Ext Time (p_c), s		34.6				49.9			6.7			

Intersection Summary

HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	↔↔
Traffic Volume (veh/h)	382	936	364	196	1112	183	380	446	158	197	454	672
Future Volume (veh/h)	382	936	364	196	1112	183	380	446	158	197	454	672
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	411	1006	391	211	1196	197	409	480	170	212	488	723
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	458	1972	612	290	1734	538	461	1110	378	315	1305	703
Arrive On Green	0.13	0.39	0.39	0.08	0.34	0.34	0.13	0.30	0.30	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1584	3456	3742	1274	3483	5147	2773
Grp Volume(v), veh/h	411	1006	391	211	1196	197	409	435	215	212	488	723
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1584	1728	1702	1612	1742	1716	1387
Q Serve(g_s), s	18.3	23.5	31.3	9.2	31.3	14.5	18.0	16.0	16.8	9.1	12.1	39.3
Cycle Q Clear(g_c), s	18.3	23.5	31.3	9.2	31.3	14.5	18.0	16.0	16.8	9.1	12.1	39.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	458	1972	612	290	1734	538	461	1009	478	315	1305	703
V/C Ratio(X)	0.90	0.51	0.64	0.73	0.69	0.37	0.89	0.43	0.45	0.67	0.37	1.03
Avail Cap(c_a), veh/h	553	1972	612	557	1734	538	669	1009	478	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.1	36.1	38.5	69.3	44.1	38.6	66.0	44.0	44.3	68.3	47.7	57.9
Incr Delay (d2), s/veh	12.3	0.8	4.4	1.3	2.3	1.9	7.7	1.3	3.0	0.9	0.8	41.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	9.9	12.9	4.2	13.7	6.0	8.5	7.0	7.2	4.1	5.4	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	36.9	42.8	70.6	46.4	40.5	73.7	45.3	47.3	69.2	48.5	99.2
LnGrp LOS	E	D	D	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1808			1604			1059			1423	
Approach Delay, s/veh		47.6			48.9			56.7			77.4	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.7	58.6	19.0	51.7	18.0	66.3	25.7	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+20), s	20.3	33.3	11.1	18.8	11.2	33.3	20.0	41.3				
Green Ext Time (p_c), s	0.4	3.6	0.4	2.8	0.3	3.7	0.6	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											56.8	
HCM 6th LOS											E	

Intersection						
Int Delay, s/veh	11.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	261	158	18	541	200	19
Future Vol, veh/h	261	158	18	541	200	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	0	0
Mvmt Flow	284	172	20	588	217	21

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	456	0	998
Stage 1	-	-	-	-	370
Stage 2	-	-	-	-	628
Critical Hdwy	-	-	4.14	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.236	-	3.5
Pot Cap-1 Maneuver	-	-	1094	-	273
Stage 1	-	-	-	-	703
Stage 2	-	-	-	-	536
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1094	-	266
Mov Cap-2 Maneuver	-	-	-	-	266
Stage 1	-	-	-	-	703
Stage 2	-	-	-	-	522

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	61.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	281	-	-	1094	-
HCM Lane V/C Ratio	0.847	-	-	0.018	-
HCM Control Delay (s)	61.3	-	-	8.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	7.1	-	-	0.1	-

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	28	0	202	0	8	26	181	8	0
Future Vol, veh/h	0	0	0	28	0	202	0	8	26	181	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	30	0	220	0	9	28	197	9	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	536	440	9	426	426	23	9	0	0	37	0	0
Stage 1	403	403	-	23	23	-	-	-	-	-	-	-
Stage 2	133	37	-	403	403	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	459	514	1079	542	524	1060	1624	-	-	1587	-	-
Stage 1	628	603	-	1000	880	-	-	-	-	-	-	-
Stage 2	875	868	-	628	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	329	450	1079	490	459	1060	1624	-	-	1587	-	-
Mov Cap-2 Maneuver	329	450	-	490	459	-	-	-	-	-	-	-
Stage 1	628	528	-	1000	880	-	-	-	-	-	-	-
Stage 2	694	868	-	550	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.3	0	7.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1624	-	-	-	929	1587	-
HCM Lane V/C Ratio	-	-	-	-	0.269	0.124	-
HCM Control Delay (s)	0	-	-	0	10.3	7.6	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0.4	-

Intersection	
Intersection Delay, s/veh	781.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	222	743	195	69	739	99	112	86	51	332	441	479
Future Vol, veh/h	222	743	195	69	739	99	112	86	51	332	441	479
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	0	0	0	0	0	0
Mvmt Flow	227	758	199	70	754	101	114	88	52	339	450	489
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	882.6	611.9	95.2	947.2
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	19%	8%	27%
Vol Thru, %	35%	64%	81%	35%
Vol Right, %	20%	17%	11%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	1160	907	1252
LT Vol	112	222	69	332
Through Vol	86	743	739	441
RT Vol	51	195	99	479
Lane Flow Rate	254	1184	926	1278
Geometry Grp	1	1	1	1
Degree of Util (X)	0.675	2.847	2.22	3.014
Departure Headway (Hd)	36.788	19.453	22.179	15.409
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	102	201	176	256
Service Time	34.788	17.453	20.179	13.409
HCM Lane V/C Ratio	2.49	5.891	5.261	4.992
HCM Control Delay	95.2	882.6	611.9	947.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	3.4	46.9	29.4	63

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	685	270	75	463	386	213	100	40	342	534	32
Future Volume (veh/h)	53	685	270	75	463	386	213	100	40	342	534	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	55	714	281	78	482	402	222	104	42	356	556	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	85	788	351	98	428	363	245	721	611	362	782	46
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.14	0.39	0.39	0.21	0.45	0.45
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	1870	1585	1753	1720	102
Grp Volume(v), veh/h	55	714	281	78	482	402	222	104	42	356	0	589
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1870	1585	1753	0	1822
Q Serve(g_s), s	4.5	29.4	25.2	6.5	34.3	34.3	18.4	5.4	2.5	30.3	0.0	39.1
Cycle Q Clear(g_c), s	4.5	29.4	25.2	6.5	34.3	34.3	18.4	5.4	2.5	30.3	0.0	39.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	85	788	351	98	428	363	245	721	611	362	0	828
V/C Ratio(X)	0.64	0.91	0.80	0.80	1.13	1.11	0.91	0.14	0.07	0.98	0.00	0.71
Avail Cap(c_a), veh/h	368	806	359	368	428	363	368	721	611	362	0	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	56.9	55.2	70.1	57.8	57.8	63.7	30.0	29.1	59.2	0.0	33.0
Incr Delay (d2), s/veh	3.0	14.3	13.2	5.5	82.8	80.0	14.2	0.4	0.2	42.4	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	14.8	11.4	3.1	26.1	21.8	9.3	2.6	1.0	17.7	0.0	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	71.1	68.4	75.5	140.7	137.8	77.9	30.4	29.3	101.6	0.0	38.1
LnGrp LOS	E	E	E	E	F	F	E	C	C	F	A	D
Approach Vol, veh/h		1050			962			368			945	
Approach Delay, s/veh		70.5			134.2			59.0			62.1	
Approach LOS		E			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.6	73.9	11.2	40.3	35.0	63.5	12.2	39.3				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0				
Max Q Clear Time (g_c+Y), s	20.4	41.1	6.5	36.3	32.3	7.4	8.5	31.4				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.0	0.0	0.7	0.1	1.9				

Intersection Summary

HCM 6th Ctrl Delay	85.3
HCM 6th LOS	F

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1027	-	-	-	-	-
Mov Cap-2 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1027	-	-	-	-	-
Mov Cap-2 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2	Major2	
Conflicting Flow All	1	1	0
Stage 1	1	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	899	1090	-
Stage 1	899	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1090	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	EB	WB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	219	176	0
Future Vol, veh/h	0	0	0	219	176	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	238	191	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	429	191	191	0	0
Stage 1	191	-	-	-	-
Stage 2	238	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	587	856	1395	-	-
Stage 1	846	-	-	-	-
Stage 2	806	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	587	856	1395	-	-
Mov Cap-2 Maneuver	587	-	-	-	-
Stage 1	846	-	-	-	-
Stage 2	806	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1395	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	219	176	0
Future Vol, veh/h	0	0	0	219	176	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	238	191	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	429	191	191	0	0
Stage 1	191	-	-	-	-
Stage 2	238	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	587	856	1395	-	-
Stage 1	846	-	-	-	-
Stage 2	806	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	587	856	1395	-	-
Mov Cap-2 Maneuver	587	-	-	-	-
Stage 1	846	-	-	-	-
Stage 2	806	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1395	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	210	189	0
Future Vol, veh/h	0	0	0	210	189	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	228	205	0

























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	433	205	205	0	0
Stage 1	205	-	-	-	-
Stage 2	228	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	584	841	1378	-	-
Stage 1	834	-	-	-	-
Stage 2	815	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	584	841	1378	-	-
Mov Cap-2 Maneuver	584	-	-	-	-
Stage 1	834	-	-	-	-
Stage 2	815	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1378	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	125	179	17	103	56	166	618	73	67	476	12
Future Volume (veh/h)	9	125	179	17	103	56	166	618	73	67	476	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	10	136	195	18	112	61	180	672	79	73	517	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	33	294	249	52	305	259	229	2182	973	100	3021	938
Arrive On Green	0.02	0.16	0.16	0.03	0.16	0.16	0.13	1.00	1.00	0.06	0.59	0.59
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3510	3610	1610	1795	5147	1598
Grp Volume(v), veh/h	10	136	195	18	112	61	180	672	79	73	517	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1755	1805	1610	1795	1716	1598
Q Serve(g_s), s	0.7	8.9	16.0	1.3	7.2	4.5	6.7	0.0	0.0	5.4	6.2	0.5
Cycle Q Clear(g_c), s	0.7	8.9	16.0	1.3	7.2	4.5	6.7	0.0	0.0	5.4	6.2	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	294	249	52	305	259	229	2182	973	100	3021	938
V/C Ratio(X)	0.30	0.46	0.78	0.35	0.37	0.24	0.78	0.31	0.08	0.73	0.17	0.01
Avail Cap(c_a), veh/h	203	612	519	211	612	519	356	2182	973	196	3021	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	51.7	54.7	64.3	50.3	49.2	57.8	0.0	0.0	62.8	12.8	11.6
Incr Delay (d2), s/veh	1.9	2.7	11.9	1.5	1.3	0.8	2.4	0.4	0.2	3.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.4	7.2	0.6	3.5	1.9	2.8	0.1	0.0	2.5	2.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	54.4	66.6	65.8	51.5	50.0	60.2	0.4	0.2	66.6	12.9	11.6
LnGrp LOS	E	D	E	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		341			191			931			603	
Approach Delay, s/veh		61.7			52.4			11.9			19.4	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	85.0	7.1	27.8	12.8	87.3	7.9	27.0				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	8.7	8.2	2.7	9.2	7.4	2.0	3.3	18.0				
Green Ext Time (p_c), s	0.1	7.9	0.0	1.5	0.0	12.2	0.0	3.2				
Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	118	134	128	140	44	179	775	180	104	684	13
Future Volume (veh/h)	13	118	134	128	140	44	179	775	180	104	684	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	14	128	146	139	152	48	195	842	196	113	743	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	44	216	183	163	232	73	197	2886	896	135	2690	815
Arrive On Green	0.02	0.11	0.11	0.09	0.17	0.17	0.11	0.56	0.56	0.15	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1795	1373	434	1810	5187	1610	1795	5147	1560
Grp Volume(v), veh/h	14	128	146	139	0	200	195	842	196	113	743	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1807	1810	1729	1610	1795	1716	1560
Q Serve(g_s), s	1.0	8.6	11.9	10.3	0.0	14.0	14.5	11.6	8.3	8.3	0.0	0.0
Cycle Q Clear(g_c), s	1.0	8.6	11.9	10.3	0.0	14.0	14.5	11.6	8.3	8.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	216	183	163	0	305	197	2886	896	135	2690	815
V/C Ratio(X)	0.32	0.59	0.80	0.85	0.00	0.66	0.99	0.29	0.22	0.84	0.28	0.02
Avail Cap(c_a), veh/h	185	612	519	205	0	582	197	2886	896	196	2690	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.42	0.42	0.42	0.98	0.98	0.98
Uniform Delay (d), s/veh	64.8	56.9	58.3	60.5	0.0	52.5	60.1	15.9	15.1	56.5	0.0	0.0
Incr Delay (d2), s/veh	1.5	3.1	9.2	19.9	0.0	5.3	38.7	0.1	0.2	12.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.3	5.3	5.6	0.0	6.8	8.6	4.3	3.0	3.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	60.0	67.5	80.3	0.0	57.8	98.8	16.0	15.4	69.3	0.3	0.0
LnGrp LOS	E	E	E	F	A	E	F	B	B	E	A	A
Approach Vol, veh/h		288			339			1233			870	
Approach Delay, s/veh		64.1			67.0			29.0			9.2	
Approach LOS		E			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	76.3	9.5	29.3	15.5	80.8	16.9	21.9				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+10), s	10.5	2.0	3.0	16.0	10.3	13.6	12.3	13.9				
Green Ext Time (p_c), s	0.0	12.6	0.0	2.3	0.0	14.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	265	681	387	355	598	308	293	1451	492	327	1051	207
Future Volume (veh/h)	265	681	387	355	598	308	293	1451	492	327	1051	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	282	724	412	378	636	328	312	1544	523	348	1118	220
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	333	1048	468	423	1171	522	361	1573	488	395	1615	494
Arrive On Green	0.09	0.29	0.29	0.12	0.32	0.32	0.10	0.30	0.30	0.11	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	3610	1609	3510	5187	1609	3483	5147	1574
Grp Volume(v), veh/h	282	724	412	378	636	328	312	1544	523	348	1118	220
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1609	1755	1729	1609	1742	1716	1574
Q Serve(g_s), s	11.5	25.8	35.4	15.4	21.0	25.1	12.7	42.8	44.0	14.3	27.6	16.2
Cycle Q Clear(g_c), s	11.5	25.8	35.4	15.4	21.0	25.1	12.7	42.8	44.0	14.3	27.6	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	1048	468	423	1171	522	361	1573	488	395	1615	494
V/C Ratio(X)	0.85	0.69	0.88	0.89	0.54	0.63	0.86	0.98	1.07	0.88	0.69	0.45
Avail Cap(c_a), veh/h	470	1090	486	441	1171	522	453	1573	488	449	1615	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	64.6	45.7	49.1	62.9	40.2	41.6	64.0	50.1	50.5	63.3	43.6	39.7
Incr Delay (d2), s/veh	7.2	2.5	18.1	2.3	0.1	0.3	11.4	18.7	61.4	14.3	2.3	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	11.8	16.3	6.8	9.0	9.9	6.1	20.5	25.6	7.0	11.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	48.2	67.2	65.1	40.2	41.8	75.4	68.8	111.9	77.6	45.9	42.3
LnGrp LOS	E	D	E	E	D	D	E	E	F	E	D	D
Approach Vol, veh/h		1418			1342			2379			1686	
Approach Delay, s/veh		58.4			47.6			79.2			52.0	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.2	51.2	19.3	53.2	22.8	49.7	24.3	48.3				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1/4), s	11.7	29.6	13.5	27.1	16.3	46.0	17.4	37.4				
Green Ext Time (p_c), s	0.2	7.9	0.3	6.3	0.2	0.0	0.1	4.7				

Intersection Summary

HCM 6th Ctrl Delay	61.9
HCM 6th LOS	E

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	2	155	0	2	0	174	254	37	0	268	30
Future Vol, veh/h	70	2	155	0	2	0	174	254	37	0	268	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	1	1	1
Mvmt Flow	76	2	168	0	2	0	189	276	40	0	291	33

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	983	1002	308	1067	998	296	324	0	0	316	0	0
Stage 1	308	308	-	674	674	-	-	-	-	-	-	-
Stage 2	675	694	-	393	324	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	230	244	737	200	244	743	1241	-	-	1250	-	-
Stage 1	706	664	-	444	454	-	-	-	-	-	-	-
Stage 2	447	447	-	632	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	196	199	737	131	199	743	1241	-	-	1250	-	-
Mov Cap-2 Maneuver	196	199	-	131	199	-	-	-	-	-	-	-
Stage 1	575	664	-	361	370	-	-	-	-	-	-	-
Stage 2	362	364	-	486	650	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	28.4		23.3		3.2		0	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1241	-	-	393	199	1250	-	-
HCM Lane V/C Ratio	0.152	-	-	0.628	0.011	-	-	-
HCM Control Delay (s)	8.4	0	-	28.4	23.3	0	-	-
HCM Lane LOS	A	A	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	4.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	243.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	357	101	18	208	154	149	430	28	193	254	3
Future Vol, veh/h	7	357	101	18	208	154	149	430	28	193	254	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	8	388	110	20	226	167	162	467	30	210	276	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	205.3	117.3	383.9	201.3
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	2%	5%	43%
Vol Thru, %	71%	77%	55%	56%
Vol Right, %	5%	22%	41%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	607	465	380	450
LT Vol	149	7	18	193
Through Vol	430	357	208	254
RT Vol	28	101	154	3
Lane Flow Rate	660	505	413	489
Geometry Grp	1	1	1	1
Degree of Util (X)	1.763	1.33	1.074	1.315
Departure Headway (Hd)	11.936	12.931	13.924	13.455
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	310	288	264	274
Service Time	9.936	10.931	11.924	11.455
HCM Lane V/C Ratio	2.129	1.753	1.564	1.785
HCM Control Delay	383.9	205.3	117.3	201.3
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	34.5	18.9	11.5	17.9

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	959	218	91	870	211	313	681	126	159	504	108
Future Volume (veh/h)	144	959	218	91	870	211	313	681	126	159	504	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	155	1031	234	98	935	227	337	732	135	171	542	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	181	1004	448	149	497	421	290	705	597	197	608	515
Arrive On Green	0.10	0.28	0.28	0.08	0.26	0.26	0.16	0.37	0.37	0.11	0.32	0.32
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	155	1031	234	98	935	227	337	732	135	171	542	116
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	11.0	36.4	16.1	6.8	34.0	15.8	21.0	48.6	7.5	12.2	35.6	6.9
Cycle Q Clear(g_c), s	11.0	36.4	16.1	6.8	34.0	15.8	21.0	48.6	7.5	12.2	35.6	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	1004	448	149	497	421	290	705	597	197	608	515
V/C Ratio(X)	0.86	1.03	0.52	0.66	1.88	0.54	1.16	1.04	0.23	0.87	0.89	0.23
Avail Cap(c_a), veh/h	290	1004	448	292	497	421	290	705	597	290	608	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	46.8	39.5	57.9	48.0	41.3	54.5	40.7	27.8	56.9	41.9	32.2
Incr Delay (d2), s/veh	4.2	28.0	0.8	1.9	404.3	2.0	104.1	44.2	0.9	12.1	17.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	19.4	6.2	3.1	71.2	6.3	17.6	30.1	2.9	6.2	19.4	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	74.8	40.3	59.8	452.3	43.3	158.6	84.9	28.7	69.1	59.8	33.2
LnGrp LOS	E	F	D	E	F	D	F	F	C	E	E	C
Approach Vol, veh/h		1420			1260			1204			829	
Approach Delay, s/veh		67.7			348.1			99.2			58.0	
Approach LOS		E			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	47.9	17.1	40.0	18.3	54.6	14.7	42.4				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+Y), s	23.0	37.6	13.0	36.0	14.2	50.6	8.8	38.4				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	149.0
HCM 6th LOS	F

Intersection												
Intersection Delay, s/veh	401.3											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	11	332	80	46	226	112	178	522	139	176	384	10
Future Vol, veh/h	11	332	80	46	226	112	178	522	139	176	384	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	361	87	50	246	122	193	567	151	191	417	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	172.6	134.6	674.1	349.1
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	3%	12%	31%
Vol Thru, %	62%	78%	59%	67%
Vol Right, %	17%	19%	29%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	839	423	384	570
LT Vol	178	11	46	176
Through Vol	522	332	226	384
RT Vol	139	80	112	10
Lane Flow Rate	912	460	417	620
Geometry Grp	1	1	1	1
Degree of Util (X)	2.417	1.214	1.095	1.66
Departure Headway (Hd)	12.611	16.08	16.782	15.081
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	301	230	221	248
Service Time	10.611	14.08	14.782	13.081
HCM Lane V/C Ratio	3.03	2	1.887	2.5
HCM Control Delay	674.1	172.6	134.6	349.1
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	55.2	13.5	10.7	25.5

Intersection													
Intersection Delay, s/veh	27.4												
Intersection LOS	F												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙		↗	↘		↖	↗	↙	↖↖	
Traffic Vol, veh/h	0	0	0	108	0	9	32	0	947	99	61	526	0
Future Vol, veh/h	0	0	0	108	0	9	32	0	947	99	61	526	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	2	2	0	0	0
Mvmt Flow	0	0	0	117	0	10	35	0	1029	108	66	572	0
Number of Lanes	0	0	0	1	0	1	1	0	1	1	1	2	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	16	365.6	15.8
HCM LOS	C	F	C

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	100%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	947	99	108	9	61	263	263
LT Vol	0	0	0	108	0	61	0	0
Through Vol	32	947	0	0	0	0	263	263
RT Vol	0	0	99	0	9	0	0	0
Lane Flow Rate	35	1029	108	117	10	66	286	286
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.063	1.871	0.174	0.278	0.02	0.132	0.531	0.397
Departure Headway (Hd)	6.508	6.543	5.835	9.909	8.678	8.512	8.004	6.275
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	566	618	365	415	424	455	577
Service Time	4.217	4.252	3.544	7.609	6.378	6.212	5.704	3.975
HCM Lane V/C Ratio	0.063	1.818	0.175	0.321	0.024	0.156	0.629	0.496
HCM Control Delay	9.7	414.8	9.8	16.4	11.6	12.5	19.4	13
HCM Lane LOS	A	F	A	C	B	B	C	B
HCM 95th-tile Q	0.2	65.7	0.6	1.1	0.1	0.5	3	1.9

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶↷	↶↷	↶	↶↷	↶↷	↶	↶	↶↷	↶	↶↷	↶↷	↶
Traffic Volume (veh/h)	101	899	163	287	914	102	222	495	366	109	165	107
Future Volume (veh/h)	101	899	163	287	914	102	222	495	366	109	165	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	946	172	302	962	107	234	521	385	115	174	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	870	387	357	990	442	258	1147	511	612	1261	562
Arrive On Green	0.07	0.24	0.24	0.10	0.27	0.27	0.14	0.32	0.32	0.17	0.35	0.35
Sat Flow, veh/h	3483	3582	1594	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	106	946	172	302	962	107	234	521	385	115	174	113
Grp Sat Flow(s),veh/h/ln	1742	1791	1594	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	4.1	34.0	12.8	11.8	36.9	7.2	17.8	16.1	30.0	3.9	4.6	6.9
Cycle Q Clear(g_c), s	4.1	34.0	12.8	11.8	36.9	7.2	17.8	16.1	30.0	3.9	4.6	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	870	387	357	990	442	258	1147	511	612	1261	562
V/C Ratio(X)	0.43	1.09	0.44	0.85	0.97	0.24	0.91	0.45	0.75	0.19	0.14	0.20
Avail Cap(c_a), veh/h	607	870	387	612	990	442	315	1147	511	612	1261	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.4	53.0	45.0	61.8	50.3	39.5	59.1	38.1	42.8	49.3	31.1	31.9
Incr Delay (d2), s/veh	0.4	57.1	1.2	2.2	22.0	0.4	21.1	1.2	8.8	0.7	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	21.6	5.1	5.2	19.1	2.9	9.5	7.2	12.8	1.8	2.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	110.1	46.2	64.0	72.3	39.9	80.2	39.3	51.7	50.0	31.4	32.7
LnGrp LOS	E	F	D	E	E	D	F	D	D	D	C	C
Approach Vol, veh/h		1224			1371			1140			402	
Approach Delay, s/veh		97.0			67.9			51.9			37.1	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.6	54.6	15.4	44.4	30.0	50.2	19.8	40.0				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+1/9), s	19.8	8.9	6.1	38.9	5.9	32.0	13.8	36.0				
Green Ext Time (p_c), s	0.1	4.0	0.1	0.0	0.2	1.5	0.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											69.1	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	147	108	165	1025	531	69
Future Volume (veh/h)	147	108	165	1025	531	69
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	160	117	179	1114	577	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	205	182	169	2743	2255	1006
Arrive On Green	0.11	0.11	0.09	0.77	0.62	0.62
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	160	117	179	1114	577	75
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	7.4	5.9	8.0	9.0	6.1	1.6
Cycle Q Clear(g_c), s	7.4	5.9	8.0	9.0	6.1	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	205	182	169	2743	2255	1006
V/C Ratio(X)	0.78	0.64	1.06	0.41	0.26	0.07
Avail Cap(c_a), veh/h	530	472	169	2743	2255	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	36.6	36.0	38.5	3.4	7.1	6.3
Incr Delay (d2), s/veh	2.4	1.4	85.8	0.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.3	7.5	2.3	1.9	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.1	37.4	124.3	3.8	7.4	6.4
LnGrp LOS	D	D	F	A	A	A
Approach Vol, veh/h	277			1293	652	
Approach Delay, s/veh	38.4			20.5	7.3	
Approach LOS	D			C	A	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	2.0	58.4		70.4	14.6	
Change Period (Y+Rc), s	4.0	5.3		5.3	4.9	
Max Green Setting (Gmax), s	3.0	37.7		49.7	25.1	
Max Q Clear Time (g_c+fl), s	3.0	8.1		11.0	9.4	
Green Ext Time (p_c), s	0.0	5.3		13.2	0.4	

Intersection Summary

HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	594	413	54	471	351	328	779	48	110	503	31
Future Volume (veh/h)	70	594	413	54	471	351	328	779	48	110	503	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	74	632	439	57	501	373	349	829	51	117	535	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	104	503	426	98	494	418	368	1718	748	140	1270	552
Arrive On Green	0.06	0.26	0.26	0.05	0.26	0.26	0.21	0.48	0.48	0.08	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1560	1810	3610	1568
Grp Volume(v), veh/h	74	632	439	57	501	373	349	829	51	117	535	33
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1560	1810	1805	1568
Q Serve(g_s), s	6.0	39.7	39.7	4.7	39.3	33.8	28.8	23.5	2.6	9.6	16.9	2.1
Cycle Q Clear(g_c), s	6.0	39.7	39.7	4.7	39.3	33.8	28.8	23.5	2.6	9.6	16.9	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	503	426	98	494	418	368	1718	748	140	1270	552
V/C Ratio(X)	0.71	1.26	1.03	0.58	1.01	0.89	0.95	0.48	0.07	0.84	0.42	0.06
Avail Cap(c_a), veh/h	374	503	426	311	494	418	371	1718	748	314	1270	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.5	55.1	55.1	69.3	55.4	53.3	58.8	26.4	21.0	68.3	37.0	32.2
Incr Delay (d2), s/veh	3.4	131.0	51.5	2.0	44.3	21.3	20.5	0.5	0.1	5.0	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	36.8	21.8	2.2	24.3	15.7	14.9	9.9	1.0	4.6	7.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	186.2	106.7	71.3	99.7	74.6	79.3	26.9	21.1	73.2	38.0	32.4
LnGrp LOS	E	F	F	E	F	E	E	C	C	E	D	C
Approach Vol, veh/h		1145			931			1229			685	
Approach Delay, s/veh		148.4			87.9			41.5			43.8	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.8	58.1	12.6	44.6	15.6	77.2	12.2	45.0				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7				
Max Q Clear Time (g_c+Rc), s	30.8	18.9	8.0	41.3	11.6	25.5	6.7	41.7				
Green Ext Time (p_c), s	0.0	4.7	0.1	0.0	0.1	6.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay			83.4									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	404	185	38	338	122	261	1083	90	125	824	28
Future Volume (veh/h)	16	404	185	38	338	122	261	1083	90	125	824	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	439	201	41	367	133	284	1177	98	136	896	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	64	482	408	109	530	449	304	1458	121	172	1283	43
Arrive On Green	0.04	0.26	0.26	0.06	0.28	0.28	0.17	0.43	0.43	0.10	0.36	0.36
Sat Flow, veh/h	1795	1885	1596	1795	1885	1598	1810	3368	280	1810	3561	119
Grp Volume(v), veh/h	17	439	201	41	367	133	284	630	645	136	454	472
Grp Sat Flow(s),veh/h/ln	1795	1885	1596	1795	1885	1598	1810	1805	1843	1810	1805	1875
Q Serve(g_s), s	1.2	28.2	13.4	2.7	21.7	8.2	19.4	38.0	38.2	9.2	26.9	26.9
Cycle Q Clear(g_c), s	1.2	28.2	13.4	2.7	21.7	8.2	19.4	38.0	38.2	9.2	26.9	26.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.06
Lane Grp Cap(c), veh/h	64	482	408	109	530	449	304	782	798	172	650	675
V/C Ratio(X)	0.27	0.91	0.49	0.38	0.69	0.30	0.93	0.81	0.81	0.79	0.70	0.70
Avail Cap(c_a), veh/h	158	593	502	158	593	502	304	782	798	232	650	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	58.7	45.1	39.6	56.4	40.1	35.3	51.3	30.9	30.9	55.3	34.2	34.2
Incr Delay (d2), s/veh	0.8	15.3	0.6	0.8	3.1	0.4	34.3	8.7	8.6	6.9	4.8	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	14.8	5.2	1.2	10.2	3.2	11.4	17.5	17.9	4.4	12.2	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	60.4	40.2	57.2	43.3	35.6	85.6	39.6	39.6	62.2	39.0	38.8
LnGrp LOS	E	E	D	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		657			541			1559			1062	
Approach Delay, s/veh		54.2			42.4			47.9			41.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	50.7	8.5	40.8	15.9	59.8	11.6	37.7				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+Y), s	21.4	28.9	3.2	23.7	11.2	40.2	4.7	30.2				
Green Ext Time (p_c), s	0.0	2.5	0.0	2.3	0.1	0.0	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	1846	609	0	2287	779	0	0	0	77	0	406
Future Volume (veh/h)	0	1846	609	0	2287	779	0	0	0	77	0	406
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1865	615	0	2561	0				78	0	410
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3322	818	0	3862					664	0	536
Arrive On Green	0.00	0.51	0.51	0.00	0.51	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	6749	1598	0	7541	1598				3483	0	2812
Grp Volume(v), veh/h	0	1865	615	0	2561	0				78	0	410
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	26.0	40.3	0.0	33.1	0.0				2.4	0.0	18.2
Cycle Q Clear(g_c), s	0.0	26.0	40.3	0.0	33.1	0.0				2.4	0.0	18.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3322	818	0	3862					664	0	536
V/C Ratio(X)	0.00	0.56	0.75	0.00	0.66					0.12	0.00	0.77
Avail Cap(c_a), veh/h	0	3341	823	0	3885					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	25.5	0.0	23.8	0.0				44.2	0.0	50.6
Incr Delay (d2), s/veh	0.0	0.7	6.3	0.0	0.8	0.0				0.2	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	15.7	0.0	14.1	0.0				1.1	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.7	31.8	0.0	24.5	0.0				44.4	0.0	56.2
LnGrp LOS		A	C		A	C				D	A	E
Approach Vol, veh/h		2480			2561					488		
Approach Delay, s/veh		25.0			24.5					54.3		
Approach LOS		C			C					D		
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		74.4		32.5		74.4						
Change Period (Y+Rc), s		6.8		7.3		6.8						
Max Green Setting (Gmax), s		68.0		49.9		68.0						
Max Q Clear Time (g_c+I1), s		42.3		20.2		35.1						
Green Ext Time (p_c), s		25.2		4.9		32.5						

Intersection Summary

HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	1526	397	0	2278	214	788	0	935	0	0	0
Future Volume (veh/h)	0	1526	397	0	2278	214	788	0	935	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1573	0	0	2348	221	812	0	964			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1573	0	0	2348	221	812	0	964			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	24.7	0.0	0.0	24.9	9.0	16.7	0.0	42.4			
Cycle Q Clear(g_c), s	0.0	24.7	0.0	0.0	24.9	9.0	16.7	0.0	42.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.54		0.00	0.54	0.24	0.49	0.00	1.05			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.00	0.00	0.16	0.16	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.4	0.0	0.0	17.4	14.0	35.2	0.0	43.8			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.1	0.1	1.0	0.0	44.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.2	0.0	0.0	8.1	3.1	7.0	0.0	20.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.0	0.0	0.0	17.5	14.1	36.2	0.0	87.9			
LnGrp LOS		A	B		A	B	B	D	A		F	
Approach Vol, veh/h		1573			2569				1776			
Approach Delay, s/veh		18.0			17.2				64.3			
Approach LOS		B			B				E			
Timer - Assigned Phs		2				6			8			
Phs Duration (G+Y+Rc), s		80.8				80.8			49.2			
Change Period (Y+Rc), s		6.8				6.8			6.8			
Max Green Setting (Gmax), s		74.0				74.0			42.4			
Max Q Clear Time (g_c+I1), s		26.7				26.9			44.4			
Green Ext Time (p_c), s		38.1				46.1			0.0			

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑	↗↗
Traffic Volume (veh/h)	613	1499	349	326	1423	202	609	586	320	325	361	460
Future Volume (veh/h)	613	1499	349	326	1423	202	609	586	320	325	361	460
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	639	1561	364	340	1482	210	634	610	333	339	376	479
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	562	1560	484	389	1305	405	673	1152	527	390	1305	703
Arrive On Green	0.16	0.30	0.30	0.11	0.25	0.25	0.19	0.33	0.33	0.11	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1581	3483	5147	2773
Grp Volume(v), veh/h	639	1561	364	340	1482	210	634	610	333	339	376	479
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1581	1742	1716	1387
Q Serve(g_s), s	25.0	47.0	31.9	14.9	39.3	17.5	27.6	22.1	27.6	14.8	9.1	24.2
Cycle Q Clear(g_c), s	25.0	47.0	31.9	14.9	39.3	17.5	27.6	22.1	27.6	14.8	9.1	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	1560	484	389	1305	405	673	1152	527	390	1305	703
V/C Ratio(X)	1.14	1.00	0.75	0.87	1.14	0.52	0.94	0.53	0.63	0.87	0.29	0.68
Avail Cap(c_a), veh/h	562	1560	484	562	1305	405	679	1152	527	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	54.0	48.7	67.8	57.8	49.7	61.8	41.8	43.7	67.7	46.6	52.2
Incr Delay (d2), s/veh	75.3	18.0	6.6	7.7	70.9	4.7	21.2	1.7	5.7	2.5	0.6	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	22.3	13.3	6.9	25.2	7.4	14.1	9.6	11.4	6.6	3.9	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	140.3	72.0	55.3	75.5	128.8	54.4	83.0	43.6	49.3	70.2	47.1	57.5
LnGrp LOS	F	F	E	E	F	D	F	D	D	E	D	E
Approach Vol, veh/h		2564			2032			1577			1194	
Approach Delay, s/veh		86.7			112.2			60.6			57.8	
Approach LOS		F			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	45.3	22.3	57.3	22.3	53.0	34.7	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+Y), s	27.0	41.3	16.8	29.6	16.9	49.0	29.6	26.2				
Green Ext Time (p_c), s	0.0	0.0	0.5	2.8	0.4	0.0	0.1	4.0				

Intersection Summary

HCM 6th Ctrl Delay	83.5
HCM 6th LOS	F

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	222	225	16	230	115	9
Future Vol, veh/h	222	225	16	230	115	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	236	239	17	245	122	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	475	0	635
Stage 1	-	-	-	-	356
Stage 2	-	-	-	-	279
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1098	-	446
Stage 1	-	-	-	-	713
Stage 2	-	-	-	-	773
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1098	-	438
Mov Cap-2 Maneuver	-	-	-	-	438
Stage 1	-	-	-	-	713
Stage 2	-	-	-	-	759

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	450	-	-	1098	-
HCM Lane V/C Ratio	0.293	-	-	0.016	-
HCM Control Delay (s)	16.3	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	9	0	105	0	11	89	249	8	0
Future Vol, veh/h	0	0	0	9	0	105	0	11	89	249	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	10	0	114	0	12	97	271	9	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	669	660	9	612	612	61	9	0	0	109	0	0
Stage 1	551	551	-	61	61	-	-	-	-	-	-	-
Stage 2	118	109	-	551	551	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	374	386	1079	408	411	1010	1624	-	-	1494	-	-
Stage 1	522	519	-	955	848	-	-	-	-	-	-	-
Stage 2	891	809	-	522	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	285	316	1079	351	336	1010	1624	-	-	1494	-	-
Mov Cap-2 Maneuver	285	316	-	351	336	-	-	-	-	-	-	-
Stage 1	522	425	-	955	848	-	-	-	-	-	-	-
Stage 2	790	809	-	427	425	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.8	0	7.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1624	-	-	-	880	1494	-	-
HCM Lane V/C Ratio	-	-	-	-	0.141	0.181	-	-
HCM Control Delay (s)	0	-	-	0	9.8	7.9	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.7	-	-

Intersection	
Intersection Delay, s/veh	1124.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	428	901	162	64	920	334	182	300	76	168	187	386
Future Vol, veh/h	428	901	162	64	920	334	182	300	76	168	187	386
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	455	959	172	68	979	355	194	319	81	179	199	411
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1523.5	1284.5	407.1	577.4
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	29%	5%	23%
Vol Thru, %	54%	60%	70%	25%
Vol Right, %	14%	11%	25%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	558	1491	1318	741
LT Vol	182	428	64	168
Through Vol	300	901	920	187
RT Vol	76	162	334	386
Lane Flow Rate	594	1586	1402	788
Geometry Grp	1	1	1	1
Degree of Util (X)	1.58	4.232	3.683	2.043
Departure Headway (Hd)	47.775	29.023	31.876	38.658
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	83	143	140	102
Service Time	45.775	27.023	29.876	36.658
HCM Lane V/C Ratio	7.157	11.091	10.014	7.725
HCM Control Delay	407.1	1523.5	1284.5	577.4
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	10	53.8	41.6	16.5

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	601	161	72	669	282	319	370	108	155	241	38
Future Volume (veh/h)	54	601	161	72	669	282	319	370	108	155	241	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	57	633	169	76	704	297	336	389	114	163	254	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	87	794	354	96	427	362	356	923	783	186	628	99
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.20	0.49	0.49	0.10	0.40	0.40
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1598	1795	1589	250
Grp Volume(v), veh/h	57	633	169	76	704	297	336	389	114	163	0	294
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1598	1795	0	1840
Q Serve(g_s), s	4.7	25.1	13.8	6.3	34.0	26.5	27.7	19.9	5.9	13.4	0.0	17.3
Cycle Q Clear(g_c), s	4.7	25.1	13.8	6.3	34.0	26.5	27.7	19.9	5.9	13.4	0.0	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	87	794	354	96	427	362	356	923	783	186	0	727
V/C Ratio(X)	0.66	0.80	0.48	0.79	1.65	0.82	0.94	0.42	0.15	0.87	0.00	0.40
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	923	783	371	0	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	55.2	50.8	70.2	58.0	55.1	59.3	24.6	21.0	66.2	0.0	32.7
Incr Delay (d2), s/veh	3.1	6.1	1.9	5.5	301.7	15.0	31.2	1.4	0.4	5.0	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	11.9	5.7	3.0	51.5	12.0	15.4	9.0	2.3	6.3	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	61.3	52.7	75.7	359.7	70.1	90.5	26.0	21.4	71.2	0.0	34.3
LnGrp LOS	E	E	D	E	F	E	F	C	C	E	A	C
Approach Vol, veh/h		859			1077			839			457	
Approach Delay, s/veh		60.4			259.8			51.2			47.5	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.8	65.0	11.3	40.0	19.6	79.2	12.0	39.3				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0				
Max Q Clear Time (g_c+29.7), s	19.3	19.3	6.7	36.0	15.4	21.9	8.3	27.1				
Green Ext Time (p_c), s	0.1	1.3	0.1	0.0	0.2	2.0	0.1	3.7				

Intersection Summary

HCM 6th Ctrl Delay	122.6
HCM 6th LOS	F

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1027	-	-	-	-	-
Mov Cap-2 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	1027	-	-	-	-	-
Mov Cap-2 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1635	-	1026
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	1028
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1635	-	1026
Mov Cap-2 Maneuver	-	-	-	-	1026
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	1028

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1635	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	124	241	0
Future Vol, veh/h	0	0	0	124	241	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	135	262	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	397	262	262	0	0
Stage 1	262	-	-	-	-
Stage 2	135	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	612	782	1314	-	-
Stage 1	786	-	-	-	-
Stage 2	896	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	612	782	1314	-	-
Mov Cap-2 Maneuver	612	-	-	-	-
Stage 1	786	-	-	-	-
Stage 2	896	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1314	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	FF			FF	FF	
Traffic Vol, veh/h	0	0	0	124	241	0
Future Vol, veh/h	0	0	0	124	241	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	135	262	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	397	262	262	0	0
Stage 1	262	-	-	-	-
Stage 2	135	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	612	782	1314	-	-
Stage 1	786	-	-	-	-
Stage 2	896	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	612	782	1314	-	-
Mov Cap-2 Maneuver	612	-	-	-	-
Stage 1	786	-	-	-	-
Stage 2	896	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1314	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	116	257	0
Future Vol, veh/h	0	0	0	116	257	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	126	279	0

























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	405	279	279	0	0
Stage 1	279	-	-	-	-
Stage 2	126	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	606	765	1295	-	-
Stage 1	773	-	-	-	-
Stage 2	905	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	606	765	1295	-	-
Mov Cap-2 Maneuver	606	-	-	-	-
Stage 1	773	-	-	-	-
Stage 2	905	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1295	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	93	235	42	447	77	455	452	28	65	615	90
Future Volume (veh/h)	23	93	235	42	447	77	455	452	28	65	615	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	25	101	255	46	486	84	495	491	30	71	668	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	65	529	448	87	540	457	353	1654	738	98	2083	647
Arrive On Green	0.04	0.28	0.28	0.05	0.29	0.29	0.03	0.15	0.15	0.06	0.41	0.41
Sat Flow, veh/h	1795	1885	1598	1781	1870	1585	3483	3582	1598	1781	5106	1585
Grp Volume(v), veh/h	25	101	255	46	486	84	495	491	30	71	668	98
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1870	1585	1742	1791	1598	1781	1702	1585
Q Serve(g_s), s	1.8	5.5	18.5	3.4	33.7	5.4	13.7	16.4	2.2	5.3	12.0	5.3
Cycle Q Clear(g_c), s	1.8	5.5	18.5	3.4	33.7	5.4	13.7	16.4	2.2	5.3	12.0	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	529	448	87	540	457	353	1654	738	98	2083	647
V/C Ratio(X)	0.39	0.19	0.57	0.53	0.90	0.18	1.40	0.30	0.04	0.72	0.32	0.15
Avail Cap(c_a), veh/h	205	617	523	211	612	519	353	1654	738	194	2083	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	36.9	41.6	62.7	46.2	36.1	65.2	37.8	31.7	62.8	27.2	25.2
Incr Delay (d2), s/veh	1.4	0.4	2.7	1.9	16.3	0.3	194.2	0.4	0.1	3.7	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.6	7.6	1.6	18.1	2.1	15.9	7.9	0.9	2.4	4.8	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	37.3	44.3	64.6	62.5	36.4	259.5	38.2	31.8	66.5	27.6	25.7
LnGrp LOS	E	D	D	E	E	D	F	D	C	E	C	C
Approach Vol, veh/h		381			616			1016			837	
Approach Delay, s/veh		43.8			59.1			145.8			30.7	
Approach LOS		D			E			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	60.8	9.5	44.8	12.7	68.0	10.6	43.7				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	15.7	14.0	3.8	35.7	7.3	18.4	5.4	20.5				
Green Ext Time (p_c), s	0.0	10.4	0.0	3.3	0.0	6.4	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay				79.6								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary
 2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	157	250	99	365	171	137	811	20	59	808	79
Future Volume (veh/h)	72	157	250	99	365	171	137	811	20	59	808	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	78	171	272	108	397	186	149	882	22	64	878	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	100	591	501	131	385	180	173	2003	622	97	1796	543
Arrive On Green	0.06	0.32	0.32	0.07	0.32	0.32	0.10	0.39	0.39	0.11	0.70	0.70
Sat Flow, veh/h	1781	1870	1585	1767	1195	560	1781	5106	1585	1795	5147	1557
Grp Volume(v), veh/h	78	171	272	108	0	583	149	882	22	64	878	86
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1755	1781	1702	1585	1795	1716	1557
Q Serve(g_s), s	5.8	9.3	19.1	8.1	0.0	43.5	11.1	17.1	1.2	4.6	10.6	2.5
Cycle Q Clear(g_c), s	5.8	9.3	19.1	8.1	0.0	43.5	11.1	17.1	1.2	4.6	10.6	2.5
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	591	501	131	0	565	173	2003	622	97	1796	543
V/C Ratio(X)	0.78	0.29	0.54	0.82	0.00	1.03	0.86	0.44	0.04	0.66	0.49	0.16
Avail Cap(c_a), veh/h	182	603	511	202	0	565	194	2003	622	196	1796	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	0.91	0.91	0.91
Uniform Delay (d), s/veh	62.9	34.8	38.1	61.6	0.0	45.8	60.1	30.1	25.3	59.0	14.9	13.6
Incr Delay (d2), s/veh	4.9	0.3	1.3	8.5	0.0	46.1	23.0	0.6	0.1	2.6	0.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.3	7.7	4.0	0.0	26.0	6.1	7.2	0.5	2.1	3.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	35.1	39.4	70.1	0.0	91.8	83.1	30.7	25.4	61.7	15.7	14.2
LnGrp LOS	E	D	D	E	A	F	F	C	C	E	B	B
Approach Vol, veh/h		521			691			1053			1028	
Approach Delay, s/veh		42.3			88.4			38.0			18.5	
Approach LOS		D			F			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	52.8	13.8	50.0	12.6	58.7	14.6	49.2				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+1/3), s	11.0	12.6	7.8	45.5	6.6	19.1	10.1	21.1				
Green Ext Time (p_c), s	0.0	14.7	0.0	0.0	0.0	11.8	0.1	2.4				

Intersection Summary

HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	112	419	286	311	645	254	390	916	321	263	1334	211
Future Volume (veh/h)	112	419	286	311	645	254	390	916	321	263	1334	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	122	455	311	338	701	276	424	996	349	286	1450	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	1	1	1
Cap, veh/h	189	872	389	384	1097	489	442	1892	587	336	1755	537
Arrive On Green	0.05	0.25	0.25	0.11	0.31	0.31	0.13	0.37	0.37	0.10	0.34	0.34
Sat Flow, veh/h	3456	3554	1585	3428	3526	1571	3428	5066	1571	3483	5147	1575
Grp Volume(v), veh/h	122	455	311	338	701	276	424	996	349	286	1450	229
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1571	1714	1689	1571	1742	1716	1575
Q Serve(g_s), s	5.0	16.1	26.7	14.1	24.8	21.3	17.8	22.2	25.9	11.7	37.5	16.3
Cycle Q Clear(g_c), s	5.0	16.1	26.7	14.1	24.8	21.3	17.8	22.2	25.9	11.7	37.5	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	872	389	384	1097	489	442	1892	587	336	1755	537
V/C Ratio(X)	0.64	0.52	0.80	0.88	0.64	0.56	0.96	0.53	0.59	0.85	0.83	0.43
Avail Cap(c_a), veh/h	462	1073	479	430	1097	489	442	1892	587	449	1755	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	67.1	47.3	51.3	63.4	42.9	41.7	62.8	35.4	36.6	64.5	43.8	36.8
Incr Delay (d2), s/veh	1.4	1.1	10.8	1.8	0.1	0.2	32.1	1.1	4.4	7.6	3.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.3	11.8	6.3	10.9	8.3	9.8	9.4	10.7	5.6	16.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	48.5	62.1	65.2	43.1	41.9	94.9	36.5	41.0	72.1	47.7	38.9
LnGrp LOS	E	D	E	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		888			1315			1769			1965	
Approach Delay, s/veh		56.0			48.5			51.4			50.2	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	55.1	13.5	51.3	20.3	59.9	23.1	41.8				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1/9), s	11.8	39.5	7.0	26.8	13.7	27.9	16.1	28.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	7.2	0.3	9.3	0.2	6.8				

Intersection Summary

HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

Intersection												
Int Delay, s/veh	18.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	147	0	50	0	440	244	0	0	293	29
Future Vol, veh/h	5	2	147	0	50	0	440	244	0	0	293	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	5	2	160	0	54	0	478	265	0	0	318	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1582	1555	334	1636	1571	265	350	0	0	265	0	0
Stage 1	334	334	-	1221	1221	-	-	-	-	-	-	-
Stage 2	1248	1221	-	415	350	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	88	112	706	81	110	774	1198	-	-	1299	-	-
Stage 1	678	641	-	220	252	-	-	-	-	-	-	-
Stage 2	211	251	-	615	633	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	12	60	706	39	59	774	1198	-	-	1299	-	-
Mov Cap-2 Maneuver	12	60	-	39	59	-	-	-	-	-	-	-
Stage 1	361	641	-	117	134	-	-	-	-	-	-	-
Stage 2	67	134	-	474	633	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	51.5		208.3		6.4		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	234	59	1299	-	-
HCM Lane V/C Ratio	0.399	-	-	0.715	0.921	-	-	-
HCM Control Delay (s)	10	0	-	51.5	208.3	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	2	-	-	4.8	4.2	0	-	-

Intersection	
Intersection Delay, s/veh	460.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	133	96	43	526	380	115	269	12	166	589	8
Future Vol, veh/h	3	133	96	43	526	380	115	269	12	166	589	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	3	145	104	47	572	413	125	292	13	180	640	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	51.1	676.2	118.6	493.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	1%	5%	22%
Vol Thru, %	68%	57%	55%	77%
Vol Right, %	3%	41%	40%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	232	949	763
LT Vol	115	3	43	166
Through Vol	269	133	526	589
RT Vol	12	96	380	8
Lane Flow Rate	430	252	1032	829
Geometry Grp	1	1	1	1
Degree of Util (X)	1.047	0.659	2.431	2.008
Departure Headway (Hd)	16.423	18.374	11.016	12.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	224	199	340	290
Service Time	14.423	16.374	9.016	10.814
HCM Lane V/C Ratio	1.92	1.266	3.035	2.859
HCM Control Delay	118.6	51.1	676.2	493.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	9.9	3.9	63.2	40.6

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	699	364	152	754	140	218	310	92	331	892	123
Future Volume (veh/h)	88	699	364	152	754	140	218	310	92	331	892	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	760	396	165	820	152	237	337	100	360	970	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	147	935	417	191	532	451	262	591	500	288	618	524
Arrive On Green	0.08	0.26	0.26	0.11	0.29	0.29	0.15	0.32	0.32	0.16	0.33	0.33
Sat Flow, veh/h	1795	3582	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	96	760	396	165	820	152	237	337	100	360	970	134
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1767	1856	1572	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.7	25.9	31.7	11.9	37.3	9.9	17.0	19.6	6.0	21.0	42.9	8.0
Cycle Q Clear(g_c), s	6.7	25.9	31.7	11.9	37.3	9.9	17.0	19.6	6.0	21.0	42.9	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	935	417	191	532	451	262	591	500	288	618	524
V/C Ratio(X)	0.65	0.81	0.95	0.87	1.54	0.34	0.91	0.57	0.20	1.25	1.57	0.26
Avail Cap(c_a), veh/h	290	937	418	285	532	451	288	591	500	288	618	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	45.1	47.2	57.1	46.4	36.6	54.6	37.1	32.5	54.5	43.5	31.8
Incr Delay (d2), s/veh	1.4	4.5	26.5	11.4	252.4	0.7	27.2	4.0	0.9	138.4	264.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	12.1	15.6	5.9	54.4	3.9	9.6	9.6	0.1	20.5	65.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	49.6	73.7	68.5	298.7	37.3	81.8	41.1	33.4	192.9	307.7	33.0
LnGrp LOS	E	D	E	E	F	D	F	D	C	F	F	C
Approach Vol, veh/h		1252			1137			674			1464	
Approach Delay, s/veh		58.0			230.4			54.3			254.3	
Approach LOS		E			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.1	48.9	14.7	43.3	25.0	47.0	18.0	39.9				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+119), s	11.0	44.9	8.7	39.3	23.0	21.6	13.9	33.7				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	2.0	0.1	0.3				

Intersection Summary

HCM 6th Ctrl Delay	164.2
HCM 6th LOS	F

Intersection												
Intersection Delay, s/veh	545.2											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	273	171	211	589	217	118	172	53	164	450	33
Future Vol, veh/h	18	273	171	211	589	217	118	172	53	164	450	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	4	4	4	0	0	0	0	0	0
Mvmt Flow	20	297	186	229	640	236	128	187	58	178	489	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	219.2	902.6	120	441.5
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	4%	21%	25%
Vol Thru, %	50%	59%	58%	70%
Vol Right, %	15%	37%	21%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	343	462	1017	647
LT Vol	118	18	211	164
Through Vol	172	273	589	450
RT Vol	53	171	217	33
Lane Flow Rate	373	502	1105	703
Geometry Grp	1	1	1	1
Degree of Util (X)	0.991	1.309	2.926	1.869
Departure Headway (Hd)	21.377	19.316	13.248	15.86
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	175	196	287	239
Service Time	19.377	17.316	11.248	13.86
HCM Lane V/C Ratio	2.131	2.561	3.85	2.941
HCM Control Delay	120	219.2	902.6	441.5
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	7.8	13.8	69.7	30

Intersection													
Intersection Delay, s/veh 79.2													
Intersection LOS F													

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙		↗	↘		↖	↗	↙	↖↖	
Traffic Vol, veh/h	0	0	0	330	0	36	87	0	455	180	30	826	0
Future Vol, veh/h	0	0	0	330	0	36	87	0	455	180	30	826	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	9	9	0	0	0
Mvmt Flow	0	0	0	359	0	39	95	0	495	196	33	898	0
Number of Lanes	0	0	0	1	0	1	1	0	1	1	1	2	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	71.3	99.1	65.8
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	100%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	455	180	330	36	30	413	413
LT Vol	0	0	0	330	0	30	0	0
Through Vol	87	455	0	0	0	0	413	413
RT Vol	0	0	180	0	36	0	0	0
Lane Flow Rate	95	495	196	359	39	33	449	449
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.229	1.219	0.443	0.985	0.095	0.082	1.071	0.858
Departure Headway (Hd)	9.008	9.167	8.437	10.391	9.163	9.556	9.034	7.258
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	401	401	430	352	394	377	404	503
Service Time	6.708	6.867	6.137	8.091	6.863	7.256	6.734	4.958
HCM Lane V/C Ratio	0.237	1.234	0.456	1.02	0.099	0.088	1.111	0.893
HCM Control Delay	14.4	147.5	17.7	77.7	12.8	13.1	95.6	39.8
HCM Lane LOS	B	F	C	F	B	B	F	E
HCM 95th-tile Q	0.9	19.8	2.2	11	0.3	0.3	14.5	9

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	110	716	210	317	675	166	117	197	173	159	597	286
Future Volume (veh/h)	110	716	210	317	675	166	117	197	173	159	597	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	120	778	228	345	734	180	127	214	188	173	649	311
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	243	827	368	400	994	443	150	1064	475	588	1382	616
Arrive On Green	0.07	0.23	0.23	0.12	0.28	0.28	0.09	0.31	0.31	0.17	0.40	0.40
Sat Flow, veh/h	3428	3526	1568	3456	3554	1585	1711	3413	1522	3374	3469	1547
Grp Volume(v), veh/h	120	778	228	345	734	180	127	214	188	173	649	311
Grp Sat Flow(s),veh/h/ln	1714	1763	1568	1728	1777	1585	1711	1706	1522	1687	1735	1547
Q Serve(g_s), s	4.7	30.3	18.2	13.7	26.3	12.9	10.2	6.4	13.6	6.2	19.4	21.2
Cycle Q Clear(g_c), s	4.7	30.3	18.2	13.7	26.3	12.9	10.2	6.4	13.6	6.2	19.4	21.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	827	368	400	994	443	150	1064	475	588	1382	616
V/C Ratio(X)	0.49	0.94	0.62	0.86	0.74	0.41	0.85	0.20	0.40	0.29	0.47	0.50
Avail Cap(c_a), veh/h	598	831	370	627	994	443	298	1064	475	588	1382	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	52.6	48.0	60.8	45.8	41.0	62.9	35.4	37.8	50.3	31.2	31.7
Incr Delay (d2), s/veh	0.6	18.7	3.7	4.5	3.2	0.9	4.9	0.4	2.4	1.3	1.1	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	15.6	7.5	6.3	12.1	5.2	4.7	2.8	5.4	2.8	8.4	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	71.3	51.7	65.3	49.0	41.9	67.8	35.8	40.2	51.6	32.3	34.6
LnGrp LOS	E	E	D	E	D	D	E	D	D	D	C	C
Approach Vol, veh/h		1126			1259			529			1133	
Approach Delay, s/veh		66.5			52.4			45.1			35.9	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	61.5	15.5	45.1	30.0	49.3	21.8	38.8				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	25.4	33.0				
Max Q Clear Time (g_c+1/2), s	11.2	23.2	6.7	28.3	8.2	15.6	15.7	32.3				
Green Ext Time (p_c), s	0.1	8.1	0.2	3.4	0.3	3.7	0.5	0.5				

Intersection Summary

HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	234	283	456	980	301
Future Volume (veh/h)	85	234	283	456	980	301
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	254	308	496	1065	327
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	329	293	251	2476	1807	806
Arrive On Green	0.18	0.18	0.14	0.70	0.51	0.51
Sat Flow, veh/h	1795	1598	1781	3647	3647	1585
Grp Volume(v), veh/h	92	254	308	496	1065	327
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1585
Q Serve(g_s), s	3.7	13.1	12.0	4.2	17.9	10.9
Cycle Q Clear(g_c), s	3.7	13.1	12.0	4.2	17.9	10.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	329	293	251	2476	1807	806
V/C Ratio(X)	0.28	0.87	1.22	0.20	0.59	0.41
Avail Cap(c_a), veh/h	530	472	251	2476	1807	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.76	0.76
Uniform Delay (d), s/veh	29.9	33.7	36.5	4.5	14.7	12.9
Incr Delay (d2), s/veh	0.2	5.6	131.2	0.2	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.4	14.3	1.3	6.9	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.1	39.3	167.7	4.7	15.7	14.1
LnGrp LOS	C	D	F	A	B	B
Approach Vol, veh/h	346			804	1392	
Approach Delay, s/veh	36.8			67.2	15.3	
Approach LOS	D			E	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	16.0	48.5		64.5	20.5	
Change Period (Y+Rc), s	4.0	5.3		5.3	4.9	
Max Green Setting (Gmax), s	12.0	33.7		49.7	25.1	
Max Q Clear Time (g_c+1/4), s	11.0	19.9		6.2	15.1	
Green Ext Time (p_c), s	0.0	8.7		4.7	0.4	

Intersection Summary

HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	400	358	69	471	233	161	467	21	115	852	136
Future Volume (veh/h)	71	400	358	69	471	233	161	467	21	115	852	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	77	435	389	75	512	253	175	508	23	125	926	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	103	480	407	103	484	410	198	1688	735	148	1598	695
Arrive On Green	0.06	0.26	0.26	0.06	0.26	0.26	0.11	0.48	0.48	0.08	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1795	1885	1596	1767	3526	1535	1781	3554	1546
Grp Volume(v), veh/h	77	435	389	75	512	253	175	508	23	125	926	148
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1795	1885	1596	1767	1763	1535	1781	1777	1546
Q Serve(g_s), s	6.4	33.8	36.3	6.2	38.5	21.0	14.6	13.2	1.2	10.4	29.1	8.7
Cycle Q Clear(g_c), s	6.4	33.8	36.3	6.2	38.5	21.0	14.6	13.2	1.2	10.4	29.1	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	480	407	103	484	410	198	1688	735	148	1598	695
V/C Ratio(X)	0.75	0.91	0.96	0.73	1.06	0.62	0.88	0.30	0.03	0.85	0.58	0.21
Avail Cap(c_a), veh/h	368	483	409	323	484	410	365	1688	735	309	1598	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.6	54.0	54.9	69.5	55.8	49.3	65.6	23.8	20.7	67.8	30.7	25.1
Incr Delay (d2), s/veh	4.1	20.9	33.3	3.6	57.2	3.3	4.6	0.4	0.1	5.0	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	18.7	18.2	3.0	26.0	8.8	6.9	5.7	0.5	5.0	12.9	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	74.9	88.2	73.2	113.0	52.6	70.2	24.2	20.7	72.9	32.3	25.8
LnGrp LOS	E	E	F	E	F	D	E	C	C	E	C	C
Approach Vol, veh/h		901			840			706			1199	
Approach Delay, s/veh		80.5			91.2			35.5			35.7	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	72.7	12.6	43.8	16.4	77.1	12.6	43.8				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	27.0	38.7				
Max Q Clear Time (g_c+1/3), s	11.6	31.1	8.4	40.5	12.4	15.2	8.2	38.3				
Green Ext Time (p_c), s	0.2	2.6	0.1	0.0	0.1	5.3	0.1	0.3				

Intersection Summary

HCM 6th Ctrl Delay	59.5
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	292	193	46	419	109	279	523	91	162	1164	63
Future Volume (veh/h)	16	292	193	46	419	109	279	523	91	162	1164	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	17	317	210	50	455	118	303	568	99	176	1265	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	62	435	368	117	502	426	297	1280	222	202	1286	69
Arrive On Green	0.04	0.24	0.24	0.07	0.27	0.27	0.17	0.43	0.43	0.11	0.37	0.37
Sat Flow, veh/h	1739	1826	1545	1781	1870	1585	1767	2992	520	1795	3452	185
Grp Volume(v), veh/h	17	317	210	50	455	118	303	334	333	176	655	678
Grp Sat Flow(s),veh/h/ln	1739	1826	1545	1781	1870	1585	1767	1763	1749	1795	1791	1847
Q Serve(g_s), s	1.2	20.0	15.0	3.4	29.4	7.4	21.0	16.7	16.8	12.1	45.3	45.5
Cycle Q Clear(g_c), s	1.2	20.0	15.0	3.4	29.4	7.4	21.0	16.7	16.8	12.1	45.3	45.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.10
Lane Grp Cap(c), veh/h	62	435	368	117	502	426	297	754	748	202	667	688
V/C Ratio(X)	0.27	0.73	0.57	0.43	0.91	0.28	1.02	0.44	0.45	0.87	0.98	0.99
Avail Cap(c_a), veh/h	153	574	486	157	588	498	297	754	748	230	667	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	58.7	43.9	42.0	56.1	44.2	36.1	52.0	25.2	25.3	54.6	38.8	38.9
Incr Delay (d2), s/veh	0.9	2.6	0.9	0.9	16.3	0.4	57.6	1.9	1.9	16.1	23.1	23.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.4	5.8	1.5	15.8	2.9	14.0	7.4	7.4	6.4	23.8	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	46.4	42.9	57.0	60.4	36.5	109.6	27.1	27.2	70.6	61.9	62.1
LnGrp LOS	E	D	D	E	E	D	F	C	C	E	E	E
Approach Vol, veh/h		544			623			970			1509	
Approach Delay, s/veh		45.5			55.6			52.9			63.0	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	52.3	8.5	39.3	18.1	59.2	12.2	35.5				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+Y), s	23.0	47.5	3.2	31.4	14.1	18.8	5.4	22.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	4.7	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	56.4
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	1236	899	0	1704	933	0	0	0	78	0	787
Future Volume (veh/h)	0	1236	899	0	1704	933	0	0	0	78	0	787
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1315	956	0	1792	0				83	0	837
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	4017	989	0	3503					930	0	751
Arrive On Green	0.00	0.62	0.62	0.00	1.00	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	6696	1585	0	5611	3170				3483	0	2812
Grp Volume(v), veh/h	0	1315	956	0	1792	0				83	0	837
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	12.5	74.2	0.0	0.0	0.0				2.3	0.0	34.7
Cycle Q Clear(g_c), s	0.0	12.5	74.2	0.0	0.0	0.0				2.3	0.0	34.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4017	989	0	3503					930	0	751
V/C Ratio(X)	0.00	0.33	0.97	0.00	0.51					0.09	0.00	1.12
Avail Cap(c_a), veh/h	0	4019	990	0	3505					930	0	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.5	23.1	0.0	0.0	0.0				35.8	0.0	47.7
Incr Delay (d2), s/veh	0.0	0.2	21.5	0.0	0.5	0.0				0.1	0.0	69.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	31.7	0.0	0.1	0.0				1.0	0.0	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.8	44.6	0.0	0.5	0.0				35.9	0.0	116.9
LnGrp LOS		A	B	D	A	A				D	A	F
Approach Vol, veh/h		2271			1792					920		
Approach Delay, s/veh		25.6			0.5					109.6		
Approach LOS		C			A					F		
Timer - Assigned Phs		2			4					6		
Phs Duration (G+Y+Rc), s		88.0			42.0					88.0		
Change Period (Y+Rc), s		6.8			7.3					6.8		
Max Green Setting (Gmax), s		81.2			34.7					81.2		
Max Q Clear Time (g_c+I1), s		76.2			36.7					2.0		
Green Ext Time (p_c), s		4.9			0.0					66.6		

Intersection Summary

HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	1080	234	0	2151	93	486	0	629	0	0	0
Future Volume (veh/h)	0	1080	234	0	2151	93	486	0	629	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No		No		No		No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	1174	0	0	2338	101	528	0	684			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	1174	0	0	2338	101	528	0	684			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	16.1	0.0	0.0	23.8	3.6	10.7	0.0	29.7			
Cycle Q Clear(g_c), s	0.0	16.1	0.0	0.0	23.8	3.6	10.7	0.0	29.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.39		0.00	0.52	0.11	0.34	0.00	0.80			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.96	0.00	0.00	0.50	0.50	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.6	0.0	0.0	16.2	12.0	34.6	0.0	41.1			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.2	0.1	0.6	0.0	7.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	6.3	0.0	0.0	8.2	1.3	4.4	0.0	10.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	0.0	0.0	16.4	12.1	35.2	0.0	49.0			
LnGrp LOS		A	B		A	B	B	D	A		D	
Approach Vol, veh/h		1174			2439				1212			
Approach Delay, s/veh		14.9			16.2				43.0			
Approach LOS		B			B				D			
Timer - Assigned Phs		2				6			8			
Phs Duration (G+Y+Rc), s		82.8				82.8			47.2			
Change Period (Y+Rc), s		6.8				6.8			6.8			
Max Green Setting (Gmax), s		76.0				76.0			40.4			
Max Q Clear Time (g_c+1), s		18.1				25.8			31.7			
Green Ext Time (p_c), s		34.7				49.1			6.0			

Intersection Summary

HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖↗
Traffic Volume (veh/h)	410	936	364	196	1112	186	380	454	158	206	479	752
Future Volume (veh/h)	410	936	364	196	1112	186	380	454	158	206	479	752
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	441	1006	391	211	1196	200	409	488	170	222	515	809
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	486	1972	612	290	1692	525	461	1114	374	315	1305	703
Arrive On Green	0.14	0.39	0.39	0.08	0.33	0.33	0.13	0.30	0.30	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1584	3456	3759	1261	3483	5147	2773
Grp Volume(v), veh/h	441	1006	391	211	1196	200	409	440	218	222	515	809
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1584	1728	1702	1615	1742	1716	1387
Q Serve(g_s), s	19.6	23.5	31.3	9.2	31.7	15.0	18.0	16.2	17.0	9.6	12.9	39.3
Cycle Q Clear(g_c), s	19.6	23.5	31.3	9.2	31.7	15.0	18.0	16.2	17.0	9.6	12.9	39.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	486	1972	612	290	1692	525	461	1009	479	315	1305	703
V/C Ratio(X)	0.91	0.51	0.64	0.73	0.71	0.38	0.89	0.44	0.45	0.71	0.39	1.15
Avail Cap(c_a), veh/h	553	1972	612	557	1692	525	669	1009	479	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.5	36.1	38.5	69.3	45.3	39.7	66.0	44.1	44.3	68.5	48.0	57.9
Incr Delay (d2), s/veh	14.2	0.8	4.3	1.3	2.5	2.1	7.7	1.4	3.1	1.1	0.9	83.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	9.9	12.9	4.2	13.9	6.2	8.5	7.1	7.3	4.3	5.7	21.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	36.9	42.7	70.6	47.8	41.8	73.7	45.4	47.4	69.6	48.9	141.5
LnGrp LOS	E	D	D	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1838			1607			1067			1546	
Approach Delay, s/veh		48.4			50.0			56.7			100.3	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	57.4	19.0	51.7	18.0	66.3	25.7	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+Y), s	21.6	33.7	11.6	19.0	11.2	33.3	20.0	41.3				
Green Ext Time (p_c), s	0.4	3.4	0.4	2.8	0.3	3.7	0.6	0.0				

Intersection Summary

HCM 6th Ctrl Delay	63.5
HCM 6th LOS	E

Intersection						
Int Delay, s/veh	17.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	261	166	19	541	225	22
Future Vol, veh/h	261	166	19	541	225	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	0	0
Mvmt Flow	284	180	21	588	245	24

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	464	0	1004
Stage 1	-	-	-	-	374
Stage 2	-	-	-	-	630
Critical Hdwy	-	-	4.14	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.236	-	3.5
Pot Cap-1 Maneuver	-	-	1087	-	270
Stage 1	-	-	-	-	700
Stage 2	-	-	-	-	535
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1087	-	262
Mov Cap-2 Maneuver	-	-	-	-	262
Stage 1	-	-	-	-	700
Stage 2	-	-	-	-	519

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	86.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	1087	-
HCM Lane V/C Ratio	0.969	-	-	0.019	-
HCM Control Delay (s)	86.7	-	-	8.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	9.5	-	-	0.1	-

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	0	104	28	0	202	36	68	26	181	183	3
Future Vol, veh/h	9	0	104	28	0	202	36	68	26	181	183	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	0	113	30	0	220	39	74	28	197	199	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	871	775	201	817	762	88	202	0	0	102	0	0
Stage 1	595	595	-	166	166	-	-	-	-	-	-	-
Stage 2	276	180	-	651	596	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	274	331	845	298	337	976	1382	-	-	1503	-	-
Stage 1	494	496	-	841	765	-	-	-	-	-	-	-
Stage 2	735	754	-	461	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	184	273	845	224	278	976	1382	-	-	1503	-	-
Mov Cap-2 Maneuver	184	273	-	224	278	-	-	-	-	-	-	-
Stage 1	479	423	-	816	742	-	-	-	-	-	-	-
Stage 2	553	731	-	340	422	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.7		13.1		2.1		3.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1382	-	-	657	693	1503	-	-
HCM Lane V/C Ratio	0.028	-	-	0.187	0.361	0.131	-	-
HCM Control Delay (s)	7.7	0	-	11.7	13.1	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	1.6	0.5	-	-

Intersection	
Intersection Delay, s/veh	803.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	222	774	204	69	750	99	115	86	51	332	441	479
Future Vol, veh/h	222	774	204	69	750	99	115	86	51	332	441	479
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	0	0	0	0	0	0
Mvmt Flow	227	790	208	70	765	101	117	88	52	339	450	489
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	929.9	627.9	99.3	951.7
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	18%	8%	27%
Vol Thru, %	34%	65%	82%	35%
Vol Right, %	20%	17%	11%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	252	1200	918	1252
LT Vol	115	222	69	332
Through Vol	86	774	750	441
RT Vol	51	204	99	479
Lane Flow Rate	257	1224	937	1278
Geometry Grp	1	1	1	1
Degree of Util (X)	0.683	2.952	2.253	3.022
Departure Headway (Hd)	38.041	19.685	22.755	15.78
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	98	196	169	243
Service Time	36.041	17.685	20.755	13.78
HCM Lane V/C Ratio	2.622	6.245	5.544	5.259
HCM Control Delay	99.3	929.9	627.9	951.7
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	3.4	48.8	29.3	61.8

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	703	282	75	469	386	217	100	40	342	534	32
Future Volume (veh/h)	53	703	282	75	469	386	217	100	40	342	534	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	55	732	294	78	489	402	226	104	42	356	556	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	85	795	354	98	431	366	249	717	608	362	774	46
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.14	0.38	0.38	0.21	0.45	0.45
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	1870	1585	1753	1720	102
Grp Volume(v), veh/h	55	732	294	78	489	402	226	104	42	356	0	589
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1870	1585	1753	0	1822
Q Serve(g_s), s	4.5	30.2	26.5	6.5	34.6	34.6	18.7	5.4	2.5	30.3	0.0	39.4
Cycle Q Clear(g_c), s	4.5	30.2	26.5	6.5	34.6	34.6	18.7	5.4	2.5	30.3	0.0	39.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	85	795	354	98	431	366	249	717	608	362	0	820
V/C Ratio(X)	0.64	0.92	0.83	0.80	1.13	1.10	0.91	0.15	0.07	0.98	0.00	0.72
Avail Cap(c_a), veh/h	368	806	359	368	431	366	368	717	608	362	0	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	56.9	55.5	70.1	57.7	57.7	63.5	30.2	29.3	59.2	0.0	33.5
Incr Delay (d2), s/veh	3.0	16.2	16.0	5.5	85.1	76.6	15.0	0.4	0.2	42.4	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	15.4	12.2	3.1	26.6	21.6	9.6	2.6	1.0	17.7	0.0	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	73.1	71.5	75.5	142.8	134.3	78.6	30.6	29.5	101.6	0.0	38.9
LnGrp LOS	E	E	E	E	F	F	E	C	C	F	A	D
Approach Vol, veh/h		1081			969			372			945	
Approach Delay, s/veh		72.7			133.9			59.6			62.5	
Approach LOS		E			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	73.2	11.2	40.6	35.0	63.2	12.2	39.5				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0				
Max Q Clear Time (g_c+20), s	20.7	41.4	6.5	36.6	32.3	7.4	8.5	32.2				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.0	0.0	0.7	0.1	1.3				

Intersection Summary

HCM 6th Ctrl Delay	86.0
HCM 6th LOS	F

Intersection						
Int Delay, s/veh	5.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	0	0	3	0	0
Future Vol, veh/h	9	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	0	0	3	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	3	2	0	0	3	0
Stage 1	2	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1025	1088	-	-	1632	-
Stage 1	1026	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1025	1088	-	-	1632	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1028	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1025	1632
HCM Lane V/C Ratio	-	-	0.01	-
HCM Control Delay (s)	-	-	8.5	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	31	0	3	11	0	9
Future Vol, veh/h	31	0	3	11	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	0	3	12	0	10

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	19	9	0	0	15
Stage 1	9	-	-	-	-
Stage 2	10	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	1004	1079	-	-	1616
Stage 1	1019	-	-	-	-
Stage 2	1018	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	1004	1079	-	-	1616
Mov Cap-2 Maneuver	1004	-	-	-	-
Stage 1	1019	-	-	-	-
Stage 2	1018	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1004	1616
HCM Lane V/C Ratio	-	-	0.034	-
HCM Control Delay (s)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	0	25	14	0	74
Future Vol, veh/h	40	0	25	14	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	0	27	15	0	80

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	43	0	112 43
Stage 1	-	-	-	-	43 -
Stage 2	-	-	-	-	69 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1579	-	890 1033
Stage 1	-	-	-	-	985 -
Stage 2	-	-	-	-	959 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1579	-	875 1033
Mov Cap-2 Maneuver	-	-	-	-	875 -
Stage 1	-	-	-	-	985 -
Stage 2	-	-	-	-	943 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1033	-	-	1579	-
HCM Lane V/C Ratio	0.078	-	-	0.017	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	6	55	19	240	183	2
Future Vol, veh/h	6	55	19	240	183	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	60	21	261	199	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	503	200	201	0	0
Stage 1	200	-	-	-	-
Stage 2	303	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	532	846	1383	-	-
Stage 1	838	-	-	-	-
Stage 2	754	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	522	846	1383	-	-
Mov Cap-2 Maneuver	522	-	-	-	-
Stage 1	823	-	-	-	-
Stage 2	754	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1383	-	797	-	-
HCM Lane V/C Ratio	0.015	-	0.083	-	-
HCM Control Delay (s)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	6	58	20	253	236	2
Future Vol, veh/h	6	58	20	253	236	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	63	22	275	257	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	577	258	259	0	0
Stage 1	258	-	-	-	-
Stage 2	319	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	482	786	1317	-	-
Stage 1	790	-	-	-	-
Stage 2	741	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	472	786	1317	-	-
Mov Cap-2 Maneuver	472	-	-	-	-
Stage 1	774	-	-	-	-
Stage 2	741	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1317	-	740	-	-
HCM Lane V/C Ratio	0.017	-	0.094	-	-
HCM Control Delay (s)	7.8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	6	61	21	258	306	2
Future Vol, veh/h	6	61	21	258	306	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	66	23	280	333	2

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	660	334	335	0	-	0
Stage 1	334	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	431	712	1236	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	422	712	1236	-	-	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1236	-	671	-	-
HCM Lane V/C Ratio	0.018	-	0.109	-	-
HCM Control Delay (s)	8	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	125	196	17	103	56	176	626	73	67	490	12
Future Volume (veh/h)	9	125	196	17	103	56	176	626	73	67	490	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	10	136	213	18	112	61	191	680	79	73	533	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	33	316	267	52	327	277	242	2140	954	100	2943	913
Arrive On Green	0.02	0.17	0.17	0.03	0.17	0.17	0.09	0.79	0.79	0.06	0.57	0.57
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3510	3610	1610	1795	5147	1598
Grp Volume(v), veh/h	10	136	213	18	112	61	191	680	79	73	533	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1755	1805	1610	1795	1716	1598
Q Serve(g_s), s	0.7	8.8	17.4	1.3	7.1	4.5	7.2	7.2	1.5	5.4	6.7	0.5
Cycle Q Clear(g_c), s	0.7	8.8	17.4	1.3	7.1	4.5	7.2	7.2	1.5	5.4	6.7	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	316	267	52	327	277	242	2140	954	100	2943	913
V/C Ratio(X)	0.30	0.43	0.80	0.35	0.34	0.22	0.79	0.32	0.08	0.73	0.18	0.01
Avail Cap(c_a), veh/h	203	612	519	211	612	519	356	2140	954	196	2943	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	50.3	53.9	64.3	48.9	47.8	60.3	6.6	6.0	62.8	13.8	12.5
Incr Delay (d2), s/veh	1.9	2.2	11.9	1.5	1.1	0.7	3.8	0.4	0.2	3.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.3	7.8	0.6	3.4	1.8	3.2	2.4	0.6	2.5	2.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	52.5	65.8	65.8	49.9	48.5	64.1	7.0	6.1	66.6	13.9	12.5
LnGrp LOS	E	D	E	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		359			191			950			619	
Approach Delay, s/veh		60.8			51.0			18.4			20.1	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	82.9	7.1	29.4	12.8	85.7	7.9	28.6				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	9.2	8.7	2.7	9.1	7.4	9.2	3.3	19.4				
Green Ext Time (p_c), s	0.1	8.1	0.0	1.5	0.0	11.4	0.0	3.4				
Intersection Summary												
HCM 6th Ctrl Delay				29.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↗		↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	13	121	134	128	142	52	179	785	180	118	701	13
Future Volume (veh/h)	13	121	134	128	142	52	179	785	180	118	701	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	14	132	146	139	154	57	195	853	196	128	762	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	44	216	183	163	222	82	197	2841	882	150	2689	815
Arrive On Green	0.02	0.11	0.11	0.09	0.17	0.17	0.11	0.55	0.55	0.17	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1795	1312	486	1810	5187	1610	1795	5147	1560
Grp Volume(v), veh/h	14	132	146	139	0	211	195	853	196	128	762	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1798	1810	1729	1610	1795	1716	1560
Q Serve(g_s), s	1.0	8.9	11.9	10.3	0.0	14.9	14.5	12.0	8.5	9.3	0.0	0.0
Cycle Q Clear(g_c), s	1.0	8.9	11.9	10.3	0.0	14.9	14.5	12.0	8.5	9.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	216	183	163	0	303	197	2841	882	150	2689	815
V/C Ratio(X)	0.32	0.61	0.80	0.85	0.00	0.70	0.99	0.30	0.22	0.85	0.28	0.02
Avail Cap(c_a), veh/h	185	612	519	205	0	579	197	2841	882	196	2689	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.37	0.37	0.37	0.97	0.97	0.97
Uniform Delay (d), s/veh	64.8	57.0	58.3	60.5	0.0	52.8	60.1	16.5	15.7	55.4	0.0	0.0
Incr Delay (d2), s/veh	1.5	3.3	9.1	19.9	0.0	6.3	36.2	0.1	0.2	19.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.4	5.3	5.6	0.0	7.3	8.5	4.5	3.1	4.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	60.3	67.4	80.3	0.0	59.1	96.2	16.6	15.9	74.4	0.3	0.0
LnGrp LOS	E	E	E	F	A	E	F	B	B	E	A	A
Approach Vol, veh/h		292			350			1244			904	
Approach Delay, s/veh		64.1			67.5			29.0			10.8	
Approach LOS		E			E			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	76.2	9.5	29.3	16.6	79.6	16.9	21.9				
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5				
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5				
Max Q Clear Time (g_c+10), s	10.5	2.0	3.0	16.9	11.3	14.0	12.3	13.9				
Green Ext Time (p_c), s	0.0	13.0	0.0	2.4	0.0	14.0	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay				31.6								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	265	719	387	357	621	318	293	1451	495	344	1051	207
Future Volume (veh/h)	265	719	387	357	621	318	293	1451	495	344	1051	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	282	765	412	380	661	338	312	1544	527	366	1118	220
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	333	1051	469	425	1175	524	361	1542	478	412	1609	492
Arrive On Green	0.09	0.29	0.29	0.12	0.33	0.33	0.10	0.30	0.30	0.12	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	3610	1609	3510	5187	1609	3483	5147	1574
Grp Volume(v), veh/h	282	765	412	380	661	338	312	1544	527	366	1118	220
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1609	1755	1729	1609	1742	1716	1574
Q Serve(g_s), s	11.5	27.6	35.3	15.5	21.9	26.0	12.7	43.1	43.1	15.0	27.7	16.2
Cycle Q Clear(g_c), s	11.5	27.6	35.3	15.5	21.9	26.0	12.7	43.1	43.1	15.0	27.7	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	1051	469	425	1175	524	361	1542	478	412	1609	492
V/C Ratio(X)	0.85	0.73	0.88	0.89	0.56	0.65	0.86	1.00	1.10	0.89	0.69	0.45
Avail Cap(c_a), veh/h	470	1090	486	441	1175	524	453	1542	478	449	1609	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	64.6	46.2	49.0	62.8	40.4	41.7	64.0	51.0	51.0	63.0	43.8	39.8
Incr Delay (d2), s/veh	7.2	3.2	17.9	2.3	0.1	0.3	11.4	23.3	72.0	16.0	2.3	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	12.7	16.3	6.9	9.5	10.2	6.1	21.3	26.5	7.4	11.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	49.4	66.8	65.1	40.4	42.0	75.4	74.2	122.9	79.0	46.1	42.5
LnGrp LOS	E	D	E	E	D	D	E	F	F	E	D	D
Approach Vol, veh/h		1459			1379			2383			1704	
Approach Delay, s/veh		58.7			47.6			85.2			52.7	
Approach LOS		E			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.2	51.0	19.3	53.4	23.5	48.8	24.3	48.4				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1/4), s	11.7	29.7	13.5	28.0	17.0	45.1	17.5	37.3				
Green Ext Time (p_c), s	0.2	7.9	0.3	6.3	0.1	0.0	0.1	4.9				

Intersection Summary

HCM 6th Ctrl Delay	64.1
HCM 6th LOS	E

HCM 6th TWSC
4: Minnewawa Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	2	158	0	2	0	176	258	37	0	275	30
Future Vol, veh/h	70	2	158	0	2	0	176	258	37	0	275	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	1	1	1
Mvmt Flow	76	2	172	0	2	0	191	280	40	0	299	33

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	999	1018	316	1085	1014	300	332	0	0	320	0	0
Stage 1	316	316	-	682	682	-	-	-	-	-	-	-
Stage 2	683	702	-	403	332	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	224	239	729	194	239	740	1233	-	-	1246	-	-
Stage 1	699	659	-	440	450	-	-	-	-	-	-	-
Stage 2	442	443	-	624	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	190	194	729	126	194	740	1233	-	-	1246	-	-
Mov Cap-2 Maneuver	190	194	-	126	194	-	-	-	-	-	-	-
Stage 1	566	659	-	356	365	-	-	-	-	-	-	-
Stage 2	356	359	-	475	644	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	29.9		23.8		3.2		0	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1233	-	-	386	194	1246	-	-
HCM Lane V/C Ratio	0.155	-	-	0.648	0.011	-	-	-
HCM Control Delay (s)	8.5	0	-	29.9	23.8	0	-	-
HCM Lane LOS	A	A	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	4.4	0	0	-	-

Intersection	
Intersection Delay, s/veh	254.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	374	101	18	218	160	149	430	28	203	254	3
Future Vol, veh/h	7	374	101	18	218	160	149	430	28	203	254	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	8	407	110	20	237	174	162	467	30	221	276	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	226.8	133.3	386.5	215.3
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	1%	5%	44%
Vol Thru, %	71%	78%	55%	55%
Vol Right, %	5%	21%	40%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	607	482	396	460
LT Vol	149	7	18	203
Through Vol	430	374	218	254
RT Vol	28	101	160	3
Lane Flow Rate	660	524	430	500
Geometry Grp	1	1	1	1
Degree of Util (X)	1.766	1.381	1.12	1.347
Departure Headway (Hd)	12.358	13.246	14.275	13.85
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	303	278	258	265
Service Time	10.358	11.246	12.275	11.85
HCM Lane V/C Ratio	2.178	1.885	1.667	1.887
HCM Control Delay	386.5	226.8	133.3	215.3
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	33.6	20	12.4	18.4

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1022	218	108	907	211	313	681	154	159	504	108
Future Volume (veh/h)	144	1022	218	108	907	211	313	681	154	159	504	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	155	1099	234	116	975	227	337	732	166	171	542	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	181	999	446	151	497	421	290	705	597	197	608	515
Arrive On Green	0.10	0.28	0.28	0.08	0.26	0.26	0.16	0.37	0.37	0.11	0.32	0.32
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	155	1099	234	116	975	227	337	732	166	171	542	116
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	11.0	36.3	16.1	8.2	34.0	15.8	21.0	48.6	9.4	12.2	35.6	6.9
Cycle Q Clear(g_c), s	11.0	36.3	16.1	8.2	34.0	15.8	21.0	48.6	9.4	12.2	35.6	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	999	446	151	497	421	290	705	597	197	608	515
V/C Ratio(X)	0.86	1.10	0.52	0.77	1.96	0.54	1.16	1.04	0.28	0.87	0.89	0.23
Avail Cap(c_a), veh/h	290	999	446	292	497	421	290	705	597	290	608	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	46.9	39.6	58.4	48.0	41.3	54.5	40.7	28.4	56.9	41.9	32.2
Incr Delay (d2), s/veh	3.9	53.1	0.8	3.1	440.2	2.0	104.1	44.2	1.2	12.1	17.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	22.8	6.2	3.8	76.2	6.3	17.6	30.1	3.7	6.2	19.4	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	100.0	40.4	61.5	488.2	43.3	158.6	84.9	29.6	69.1	59.8	33.2
LnGrp LOS	E	F	D	E	F	D	F	F	C	E	E	C
Approach Vol, veh/h		1488			1318			1235			829	
Approach Delay, s/veh		86.6			374.0			97.6			58.0	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	47.9	17.1	40.0	18.3	54.6	14.8	42.3				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0				
Max Q Clear Time (g_c+Q), s	23.0	37.6	13.0	36.0	14.2	50.6	10.2	38.3				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			162.3									
HCM 6th LOS			F									

Intersection												
Intersection Delay, s/veh	406.9											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	360	80	46	243	112	178	522	139	176	384	10
Future Vol, veh/h	11	360	80	46	243	112	178	522	139	176	384	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	391	87	50	264	122	193	567	151	191	417	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	204	152.9	675.4	351.1
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	2%	11%	31%
Vol Thru, %	62%	80%	61%	67%
Vol Right, %	17%	18%	28%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	839	451	401	570
LT Vol	178	11	46	176
Through Vol	522	360	243	384
RT Vol	139	80	112	10
Lane Flow Rate	912	490	436	620
Geometry Grp	1	1	1	1
Degree of Util (X)	2.417	1.295	1.145	1.66
Departure Headway (Hd)	13.1	16.409	17.311	15.724
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	292	225	214	235
Service Time	11.1	14.409	15.311	13.724
HCM Lane V/C Ratio	3.123	2.178	2.037	2.638
HCM Control Delay	675.4	204	152.9	351.1
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	53.3	15.1	11.5	24.7

Intersection

Intersection Delay, s/veh 77.2

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶		↷	↷		↶	↶	↶	↶↶	
Traffic Vol, veh/h	0	0	0	296	0	9	32	0	947	416	61	526	0
Future Vol, veh/h	0	0	0	296	0	9	32	0	947	416	61	526	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	2	2	0	0	0
Mvmt Flow	0	0	0	322	0	10	35	0	1029	452	66	572	0
Number of Lanes	0	0	0	1	0	1	1	0	1	1	1	2	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	51.1	433.5	23.4
HCM LOS	F	F	C

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	100%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	947	416	296	9	61	263	263
LT Vol	0	0	0	296	0	61	0	0
Through Vol	32	947	0	0	0	0	263	263
RT Vol	0	0	416	0	9	0	0	0
Lane Flow Rate	35	1029	452	322	10	66	286	286
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.078	2.313	0.925	0.848	0.023	0.165	0.67	0.535
Departure Headway (Hd)	8.056	8.091	7.367	10.883	9.661	10.09	9.57	7.805
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	453	493	335	373	358	380	466
Service Time	5.801	5.836	5.111	8.583	7.361	7.79	7.27	5.505
HCM Lane V/C Ratio	0.079	2.272	0.917	0.961	0.027	0.184	0.753	0.614
HCM Control Delay	11.5	615.7	51.3	52.3	12.6	14.8	29.7	19.1
HCM Lane LOS	B	F	F	F	B	B	D	C
HCM 95th-tile Q	0.3	77.6	10.9	7.6	0.1	0.6	4.7	3.1

HCM 6th Signalized Intersection Summary
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	191	899	163	287	914	147	222	676	366	136	273	161
Future Volume (veh/h)	191	899	163	287	914	147	222	676	366	136	273	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	946	172	302	962	155	234	712	385	143	287	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	844	376	357	955	426	258	1172	523	612	1286	574
Arrive On Green	0.07	0.24	0.24	0.10	0.26	0.26	0.14	0.32	0.32	0.17	0.36	0.36
Sat Flow, veh/h	3483	3582	1594	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	201	946	172	302	962	155	234	712	385	143	287	169
Grp Sat Flow(s),veh/h/ln	1742	1791	1594	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.9	33.0	12.9	11.8	37.0	11.0	17.8	23.2	29.7	4.9	7.8	10.6
Cycle Q Clear(g_c), s	7.9	33.0	12.9	11.8	37.0	11.0	17.8	23.2	29.7	4.9	7.8	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	844	376	357	955	426	258	1172	523	612	1286	574
V/C Ratio(X)	0.79	1.12	0.46	0.85	1.01	0.36	0.91	0.61	0.74	0.23	0.22	0.29
Avail Cap(c_a), veh/h	607	844	376	637	955	426	315	1172	523	612	1286	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	53.5	45.8	61.8	51.5	41.9	59.1	39.8	42.0	49.8	31.5	32.4
Incr Delay (d2), s/veh	2.1	69.6	1.3	2.1	31.0	0.8	20.4	2.0	7.7	0.9	0.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	22.5	5.1	5.2	20.2	4.3	9.5	10.4	12.5	2.2	3.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	123.1	47.1	63.9	82.4	42.7	79.5	41.8	49.6	50.6	31.9	33.7
LnGrp LOS	E	F	D	E	F	D	E	D	D	D	C	C
Approach Vol, veh/h		1319			1419			1331			599	
Approach Delay, s/veh		104.5			74.2			50.7			36.9	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.6	55.6	15.8	43.0	30.0	51.2	19.8	39.0				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	25.4	33.0				
Max Q Clear Time (g_c+1/3), s	11.8	12.6	9.9	39.0	6.9	31.7	13.8	35.0				
Green Ext Time (p_c), s	0.1	6.2	0.3	0.0	0.2	2.0	0.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											71.3	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary
 10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	161	108	165	1192	630	77
Future Volume (veh/h)	161	108	165	1192	630	77
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	175	117	179	1296	685	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	220	196	148	2713	2267	1011
Arrive On Green	0.12	0.12	0.08	0.76	0.63	0.63
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	175	117	179	1296	685	84
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	8.1	5.9	7.0	11.7	7.4	1.7
Cycle Q Clear(g_c), s	8.1	5.9	7.0	11.7	7.4	1.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	220	196	148	2713	2267	1011
V/C Ratio(X)	0.80	0.60	1.21	0.48	0.30	0.08
Avail Cap(c_a), veh/h	530	472	148	2713	2267	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	36.3	35.3	39.0	3.9	7.3	6.2
Incr Delay (d2), s/veh	2.5	1.1	141.6	0.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	2.2	8.8	3.1	2.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.7	36.4	180.6	4.5	7.6	6.3
LnGrp LOS	D	D	F	A	A	A
Approach Vol, veh/h	292			1475	769	
Approach Delay, s/veh	37.8			25.9	7.4	
Approach LOS	D			C	A	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	1.0	58.7			69.7	15.3
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	38.7				49.7	25.1
Max Q Clear Time (g_c+1.9), s	9.4				13.7	10.1
Green Ext Time (p_c), s	0.0	6.4			15.9	0.4

Intersection Summary

HCM 6th Ctrl Delay		21.7				
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	594	413	54	471	351	328	915	48	110	584	50
Future Volume (veh/h)	101	594	413	54	471	351	328	915	48	110	584	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	107	632	439	57	501	373	349	973	51	117	621	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	130	503	426	98	467	395	368	1718	748	140	1270	552
Arrive On Green	0.07	0.26	0.26	0.05	0.25	0.25	0.21	0.48	0.48	0.08	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1560	1810	3610	1568
Grp Volume(v), veh/h	107	632	439	57	501	373	349	973	51	117	621	53
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1560	1810	1805	1568
Q Serve(g_s), s	8.8	39.7	39.7	4.7	37.1	34.4	28.8	29.1	2.6	9.6	20.2	3.4
Cycle Q Clear(g_c), s	8.8	39.7	39.7	4.7	37.1	34.4	28.8	29.1	2.6	9.6	20.2	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	503	426	98	467	395	368	1718	748	140	1270	552
V/C Ratio(X)	0.83	1.26	1.03	0.58	1.07	0.94	0.95	0.57	0.07	0.84	0.49	0.10
Avail Cap(c_a), veh/h	374	503	426	311	467	395	371	1718	748	314	1270	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.32	0.32	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.7	55.1	55.1	69.3	56.4	55.4	58.8	27.9	21.0	68.3	38.1	32.6
Incr Delay (d2), s/veh	5.0	131.0	51.5	2.0	62.8	31.6	15.2	0.4	0.1	5.0	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	36.8	21.8	2.2	25.4	17.0	14.4	12.2	1.0	4.6	9.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	186.2	106.7	71.3	119.3	87.0	74.0	28.3	21.1	73.2	39.4	33.0
LnGrp LOS	E	F	F	E	F	F	E	C	C	E	D	C
Approach Vol, veh/h		1178			931			1373			791	
Approach Delay, s/veh		146.3			103.4			39.7			44.0	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.8	58.1	14.7	42.4	15.6	77.2	12.2	45.0				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7				
Max Q Clear Time (g_c+Rc), s	30.8	22.2	10.8	39.1	11.6	31.1	6.7	41.7				
Green Ext Time (p_c), s	0.0	4.8	0.1	0.0	0.1	5.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											83.8	
HCM 6th LOS											F	

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	404	185	38	338	122	261	1212	90	125	901	32
Future Volume (veh/h)	23	404	185	38	338	122	261	1212	90	125	901	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	439	201	41	367	133	284	1317	98	136	979	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	83	482	408	109	509	432	304	1473	109	172	1279	46
Arrive On Green	0.05	0.26	0.26	0.06	0.27	0.27	0.17	0.43	0.43	0.10	0.36	0.36
Sat Flow, veh/h	1795	1885	1596	1795	1885	1598	1810	3401	252	1810	3552	127
Grp Volume(v), veh/h	25	439	201	41	367	133	284	697	718	136	498	516
Grp Sat Flow(s),veh/h/ln	1795	1885	1596	1795	1885	1598	1810	1805	1848	1810	1805	1874
Q Serve(g_s), s	1.7	28.2	13.4	2.7	22.1	8.3	19.4	44.6	45.0	9.2	30.4	30.4
Cycle Q Clear(g_c), s	1.7	28.2	13.4	2.7	22.1	8.3	19.4	44.6	45.0	9.2	30.4	30.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.07
Lane Grp Cap(c), veh/h	83	482	408	109	509	432	304	782	800	172	650	675
V/C Ratio(X)	0.30	0.91	0.49	0.38	0.72	0.31	0.93	0.89	0.90	0.79	0.77	0.77
Avail Cap(c_a), veh/h	158	593	502	158	593	502	304	782	800	232	650	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	57.6	45.1	39.6	56.4	41.3	36.3	51.3	32.7	32.8	55.3	35.3	35.3
Incr Delay (d2), s/veh	0.7	15.3	0.6	0.8	3.7	0.4	34.3	14.6	14.8	6.3	6.1	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	14.8	5.2	1.2	10.5	3.2	11.4	21.5	22.2	4.4	13.9	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	60.4	40.2	57.2	45.0	36.7	85.6	47.3	47.7	61.6	41.4	41.2
LnGrp LOS	E	E	D	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		665			541			1699			1150	
Approach Delay, s/veh		54.2			43.9			53.9			43.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	50.7	9.8	39.5	15.9	59.8	11.6	37.7				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+Y), s	21.4	32.4	3.7	24.1	11.2	47.0	4.7	30.2				
Green Ext Time (p_c), s	0.0	1.1	0.0	2.3	0.1	0.0	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗		↑↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	1853	609	0	2291	829	0	0	0	77	0	406
Future Volume (veh/h)	0	1853	609	0	2291	829	0	0	0	77	0	406
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1872	615	0	2624	0				78	0	410
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3326	819	0	3868					664	0	536
Arrive On Green	0.00	0.51	0.51	0.00	0.51	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	6749	1598	0	7541	1598				3483	0	2812
Grp Volume(v), veh/h	0	1872	615	0	2624	0				78	0	410
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	26.1	40.2	0.0	34.3	0.0				2.4	0.0	18.2
Cycle Q Clear(g_c), s	0.0	26.1	40.2	0.0	34.3	0.0				2.4	0.0	18.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3326	819	0	3868					664	0	536
V/C Ratio(X)	0.00	0.56	0.75	0.00	0.68					0.12	0.00	0.77
Avail Cap(c_a), veh/h	0	3341	823	0	3885					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	25.5	0.0	24.0	0.0				44.2	0.0	50.6
Incr Delay (d2), s/veh	0.0	0.7	6.3	0.0	0.8	0.0				0.2	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	15.7	0.0	14.6	0.0				1.1	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.7	31.7	0.0	24.8	0.0				44.4	0.0	56.2
LnGrp LOS		A	C		A	C				D	A	E
Approach Vol, veh/h		2487			2624						488	
Approach Delay, s/veh		24.9			24.8						54.3	
Approach LOS		C			C						D	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		74.5		32.5		74.5						
Change Period (Y+Rc), s		6.8		7.3		6.8						
Max Green Setting (Gmax), s		68.0		49.9		68.0						
Max Q Clear Time (g_c+I1), s		42.2		20.2		36.3						
Green Ext Time (p_c), s		25.2		4.9		31.4						

Intersection Summary

HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑↑	↗	↘↘↘		↗↗			
Traffic Volume (veh/h)	0	1533	397	0	2332	214	788	0	1019	0	0	0
Future Volume (veh/h)	0	1533	397	0	2332	214	788	0	1019	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No		No		No		No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1580	0	0	2404	221	812	0	1051			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1580	0	0	2404	221	812	0	1051			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	24.8	0.0	0.0	25.7	9.0	16.7	0.0	42.4			
Cycle Q Clear(g_c), s	0.0	24.8	0.0	0.0	25.7	9.0	16.7	0.0	42.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.54		0.00	0.55	0.24	0.49	0.00	1.15			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.00	0.00	0.17	0.17	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.4	0.0	0.0	17.6	14.0	35.2	0.0	43.8			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.1	0.1	1.0	0.0	78.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.3	0.0	0.0	8.4	3.1	7.0	0.0	24.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.1	0.0	0.0	17.7	14.1	36.2	0.0	122.4			
LnGrp LOS		A	B		A	B	D		A		F	
Approach Vol, veh/h		1580			2625				1863			
Approach Delay, s/veh		18.1			17.4				84.8			
Approach LOS		B			B				F			
Timer - Assigned Phs		2				6			8			
Phs Duration (G+Y+Rc), s		80.8				80.8			49.2			
Change Period (Y+Rc), s		6.8				6.8			6.8			
Max Green Setting (Gmax), s		74.0				74.0			42.4			
Max Q Clear Time (g_c+I1), s		26.8				27.7			44.4			
Green Ext Time (p_c), s		38.1				45.4			0.0			

Intersection Summary

HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖↗
Traffic Volume (veh/h)	703	1499	349	326	1423	212	609	614	320	331	378	514
Future Volume (veh/h)	703	1499	349	326	1423	212	609	614	320	331	378	514
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	732	1561	364	340	1482	221	634	640	333	345	394	535
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	562	1560	484	389	1305	405	673	1146	524	396	1305	703
Arrive On Green	0.16	0.30	0.30	0.11	0.25	0.25	0.19	0.33	0.33	0.11	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1581	3483	5147	2773
Grp Volume(v), veh/h	732	1561	364	340	1482	221	634	640	333	345	394	535
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1581	1742	1716	1387
Q Serve(g_s), s	25.0	47.0	31.9	14.9	39.3	18.6	27.6	23.5	27.6	15.1	9.6	27.7
Cycle Q Clear(g_c), s	25.0	47.0	31.9	14.9	39.3	18.6	27.6	23.5	27.6	15.1	9.6	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	1560	484	389	1305	405	673	1146	524	396	1305	703
V/C Ratio(X)	1.30	1.00	0.75	0.87	1.14	0.55	0.94	0.56	0.64	0.87	0.30	0.76
Avail Cap(c_a), veh/h	562	1560	484	562	1305	405	679	1146	524	674	1305	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	54.0	48.7	67.8	57.8	50.1	61.8	42.5	43.9	67.6	46.8	53.5
Incr Delay (d2), s/veh	143.5	17.0	5.9	7.7	70.9	5.2	21.2	2.0	5.8	3.0	0.6	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	22.1	22.2	13.2	6.9	25.2	7.9	14.1	10.2	11.5	6.8	4.1	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	208.5	71.0	54.6	75.5	128.8	55.3	83.0	44.5	49.7	70.6	47.4	61.1
LnGrp LOS	F	F	D	E	F	E	F	D	D	E	D	E
Approach Vol, veh/h		2657			2043			1607			1274	
Approach Delay, s/veh		106.6			112.0			60.7			59.4	
Approach LOS		F			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	45.3	22.6	57.1	22.3	53.0	34.7	45.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3				
Max Q Clear Time (g_c+Y), s	27.0	41.3	17.1	29.6	16.9	49.0	29.6	29.7				
Green Ext Time (p_c), s	0.0	0.0	0.5	2.8	0.4	0.0	0.1	3.6				
Intersection Summary												
HCM 6th Ctrl Delay			90.4									
HCM 6th LOS			F									

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	222	253	19	230	132	11
Future Vol, veh/h	222	253	19	230	132	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	236	269	20	245	140	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	505	0	656 371
Stage 1	-	-	-	-	371 -
Stage 2	-	-	-	-	285 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1070	-	433 679
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	768 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1070	-	423 679
Mov Cap-2 Maneuver	-	-	-	-	423 -
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	751 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	436	-	-	1070	-
HCM Lane V/C Ratio	0.349	-	-	0.019	-
HCM Control Delay (s)	17.6	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	70	9	0	105	118	209	89	249	126	10
Future Vol, veh/h	6	0	70	9	0	105	118	209	89	249	126	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	0	76	10	0	114	128	227	97	271	137	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1274	1265	143	1255	1222	276	148	0	0	324	0	0
Stage 1	685	685	-	532	532	-	-	-	-	-	-	-
Stage 2	589	580	-	723	690	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	145	171	910	150	181	768	1446	-	-	1247	-	-
Stage 1	441	451	-	535	529	-	-	-	-	-	-	-
Stage 2	498	503	-	421	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	93	116	910	103	123	768	1446	-	-	1247	-	-
Mov Cap-2 Maneuver	93	116	-	103	123	-	-	-	-	-	-	-
Stage 1	393	344	-	477	471	-	-	-	-	-	-	-
Stage 2	378	448	-	294	343	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.9		14.3		2.2		5.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	-	537	509	1247	-	-
HCM Lane V/C Ratio	0.089	-	-	0.154	0.243	0.217	-	-
HCM Control Delay (s)	7.7	0	-	12.9	14.3	8.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.9	0.8	-	-

Intersection	
Intersection Delay, s/veh	1157.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	428	922	168	64	955	334	192	300	76	168	187	386
Future Vol, veh/h	428	922	168	64	955	334	192	300	76	168	187	386
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	455	981	179	68	1016	355	204	319	81	179	199	411
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1559.3	1330.4	422.4	581.4
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	28%	5%	23%
Vol Thru, %	53%	61%	71%	25%
Vol Right, %	13%	11%	25%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	568	1518	1353	741
LT Vol	192	428	64	168
Through Vol	300	922	955	187
RT Vol	76	168	334	386
Lane Flow Rate	604	1615	1439	788
Geometry Grp	1	1	1	1
Degree of Util (X)	1.609	4.308	3.782	2.043
Departure Headway (Hd)	49.167	29.842	32.612	40.278
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	85	145	130	102
Service Time	47.167	27.842	30.612	38.278
HCM Lane V/C Ratio	7.106	11.138	11.069	7.725
HCM Control Delay	422.4	1559.3	1330.4	581.4
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	10	53.5	42.1	15.9

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	613	169	72	690	282	333	370	108	155	241	38
Future Volume (veh/h)	54	613	169	72	690	282	333	370	108	155	241	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	57	645	178	76	726	297	351	389	114	163	254	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	87	794	354	96	427	362	370	923	783	186	616	97
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.21	0.49	0.49	0.10	0.39	0.39
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1598	1795	1589	250
Grp Volume(v), veh/h	57	645	178	76	726	297	351	389	114	163	0	294
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1598	1795	0	1840
Q Serve(g_s), s	4.7	25.6	14.6	6.3	34.0	26.5	28.9	19.9	5.9	13.4	0.0	17.5
Cycle Q Clear(g_c), s	4.7	25.6	14.6	6.3	34.0	26.5	28.9	19.9	5.9	13.4	0.0	17.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	87	794	354	96	427	362	370	923	783	186	0	713
V/C Ratio(X)	0.66	0.81	0.50	0.79	1.70	0.82	0.95	0.42	0.15	0.87	0.00	0.41
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	923	783	371	0	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	55.4	51.1	70.2	58.0	55.1	58.7	24.6	21.0	66.2	0.0	33.5
Incr Delay (d2), s/veh	3.1	6.8	2.1	5.5	324.5	15.0	33.0	1.4	0.4	5.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	12.2	6.0	3.0	54.2	12.0	16.3	9.0	2.3	6.3	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	62.2	53.2	75.7	382.5	70.1	91.8	26.0	21.4	71.2	0.0	35.3
LnGrp LOS	E	E	D	E	F	E	F	C	C	E	A	D
Approach Vol, veh/h		880			1099			854			457	
Approach Delay, s/veh		61.1			276.8			52.4			48.1	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.9	63.8	11.3	40.0	19.6	79.2	12.0	39.3				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0				
Max Q Clear Time (g_c+Bo), s	30.0	19.5	6.7	36.0	15.4	21.9	8.3	27.6				
Green Ext Time (p_c), s	0.0	1.3	0.1	0.0	0.2	2.0	0.1	3.6				

Intersection Summary

HCM 6th Ctrl Delay	129.1
HCM 6th LOS	F

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	0	10	0	0
Future Vol, veh/h	6	0	0	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	0	0	11	0	0

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	7	6	0	0	11
Stage 1	6	-	-	-	-
Stage 2	1	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	1019	1083	-	-	1621
Stage 1	1022	-	-	-	-
Stage 2	1028	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	1019	1083	-	-	1621
Mov Cap-2 Maneuver	1019	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1028	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1019	1621
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	0	10	35	0	6
Future Vol, veh/h	21	0	10	35	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	11	38	0	7

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	37	30	0	0	49
Stage 1	30	-	-	-	-
Stage 2	7	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	981	1050	-	-	1571
Stage 1	998	-	-	-	-
Stage 2	1021	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	981	1050	-	-	1571
Mov Cap-2 Maneuver	981	-	-	-	-
Stage 1	998	-	-	-	-
Stage 2	1021	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	981	1571
HCM Lane V/C Ratio	-	-	0.023	-
HCM Control Delay (s)	-	-	8.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	0	84	45	0	50
Future Vol, veh/h	27	0	84	45	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	0	91	49	0	54

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	29	0	260
Stage 1	-	-	-	-	29
Stage 2	-	-	-	-	231
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1597	-	733
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	812
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1597	-	690
Mov Cap-2 Maneuver	-	-	-	-	690
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	764

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1052	-	-	1597	-
HCM Lane V/C Ratio	0.052	-	-	0.057	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	4	37	63	138	265	7
Future Vol, veh/h	4	37	63	138	265	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	40	68	150	288	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	578	292	296	0	0
Stage 1	292	-	-	-	-
Stage 2	286	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	481	752	1277	-	-
Stage 1	762	-	-	-	-
Stage 2	767	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	453	752	1277	-	-
Mov Cap-2 Maneuver	453	-	-	-	-
Stage 1	718	-	-	-	-
Stage 2	767	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	2.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1277	-	707	-	-
HCM Lane V/C Ratio	0.054	-	0.063	-	-
HCM Control Delay (s)	8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	4	39	66	197	295	7
Future Vol, veh/h	4	39	66	197	295	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	42	72	214	321	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	683	325	329	0	0
Stage 1	325	-	-	-	-
Stage 2	358	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	418	721	1242	-	-
Stage 1	737	-	-	-	-
Stage 2	712	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	390	721	1242	-	-
Mov Cap-2 Maneuver	390	-	-	-	-
Stage 1	688	-	-	-	-
Stage 2	712	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	668	-	-
HCM Lane V/C Ratio	0.058	-	0.07	-	-
HCM Control Delay (s)	8.1	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	4	41	70	251	344	7
Future Vol, veh/h	4	41	70	251	344	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	45	76	273	374	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	803	378	382	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	355	673	1188	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	673	1188	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1188	-	615	-	-
HCM Lane V/C Ratio	0.064	-	0.08	-	-
HCM Control Delay (s)	8.2	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	70	198	14	267	53	364	305	14	62	434	86
Future Volume (veh/h)	22	70	198	14	267	53	364	305	14	62	434	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	29	92	261	18	351	70	479	401	18	82	571	113
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	71	440	373	52	409	346	542	1884	840	103	2148	667
Arrive On Green	0.04	0.23	0.23	0.03	0.22	0.22	0.05	0.17	0.17	0.06	0.42	0.42
Sat Flow, veh/h	1795	1885	1598	1781	1870	1585	3483	3582	1598	1781	5106	1585
Grp Volume(v), veh/h	29	92	261	18	351	70	479	401	18	82	571	113
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1870	1585	1742	1791	1598	1781	1702	1585
Q Serve(g_s), s	2.1	5.3	20.2	1.3	24.4	4.9	18.4	13.0	1.3	6.1	9.8	6.0
Cycle Q Clear(g_c), s	2.1	5.3	20.2	1.3	24.4	4.9	18.4	13.0	1.3	6.1	9.8	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	440	373	52	409	346	542	1884	840	103	2148	667
V/C Ratio(X)	0.41	0.21	0.70	0.35	0.86	0.20	0.88	0.21	0.02	0.80	0.27	0.17
Avail Cap(c_a), veh/h	106	570	483	106	557	472	689	1884	840	169	2148	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	41.7	47.4	64.3	50.7	43.1	62.8	31.8	27.0	62.8	25.5	24.4
Incr Delay (d2), s/veh	1.4	0.6	6.0	1.5	12.0	0.5	9.1	0.2	0.0	5.2	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	8.7	0.6	12.8	2.0	9.3	6.2	0.5	2.9	3.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	42.3	53.4	65.8	62.8	43.6	71.9	32.1	27.0	68.1	25.8	24.9
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	C	C
Approach Vol, veh/h		382			439			898			766	
Approach Delay, s/veh		51.6			59.8			53.2			30.2	
Approach LOS		D			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.3	62.5	9.9	35.3	13.1	76.7	7.9	37.3				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	26.7	37.7	8.0	40.2	12.8	52.6	8.0	40.8				
Max Q Clear Time (g_c+I1), s	20.4	11.8	4.1	26.4	8.1	15.0	3.3	22.2				
Green Ext Time (p_c), s	0.5	9.2	0.0	3.1	0.0	6.3	0.0	2.9				
Intersection Summary												
HCM 6th Ctrl Delay			47.0									
HCM 6th LOS			D									

Intersection												
Intersection Delay, s/veh	22.1											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	101	0	1	0	317	202	0	0	247	6
Future Vol, veh/h	1	0	101	0	1	0	317	202	0	0	247	6
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	1	0	125	0	1	0	391	249	0	0	305	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.6	29.4	11.9
HCM LOS	A	A	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	1%	0%	0%
Vol Thru, %	39%	0%	100%	98%
Vol Right, %	0%	99%	0%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	519	102	1	253
LT Vol	317	1	0	0
Through Vol	202	0	1	247
RT Vol	0	101	0	6
Lane Flow Rate	641	126	1	312
Geometry Grp	1	1	1	1
Degree of Util (X)	0.854	0.197	0.002	0.434
Departure Headway (Hd)	4.799	5.619	6.541	4.998
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	642	550	712
Service Time	2.881	3.619	4.548	3.095
HCM Lane V/C Ratio	0.855	0.196	0.002	0.438
HCM Control Delay	29.4	10	9.6	11.9
HCM Lane LOS	D	A	A	B
HCM 95th-tile Q	10	0.7	0	2.2

HCM 6th Signalized Intersection Summary
5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	119	44	12	160	306	41	212	8	126	225	3
Future Volume (veh/h)	3	119	44	12	160	306	41	212	8	126	225	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	4	143	53	14	193	369	49	255	10	152	271	4
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	4	4	4	4	4	4	2	2	2
Cap, veh/h	64	496	180	67	220	403	148	699	26	305	511	7
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	8	1296	470	15	575	1052	168	1496	55	479	1093	15
Grp Volume(v), veh/h	200	0	0	576	0	0	314	0	0	427	0	0
Grp Sat Flow(s),veh/h/ln1774	0	0	0	1643	0	0	1719	0	0	1587	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	20.0	0.0	0.0	6.6	0.0	0.0	10.5	0.0	0.0
Prop In Lane	0.02		0.26	0.02		0.64	0.16		0.03	0.36		0.01
Lane Grp Cap(c), veh/h	740	0	0	690	0	0	873	0	0	823	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.83	0.00	0.00	0.36	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	785	0	0	732	0	0	873	0	0	823	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.00	1.00	0.00	0.00	0.98	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	17.6	0.0	0.0	10.3	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	7.9	0.0	0.0	1.1	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln1.7	0.0	0.0	0.0	8.1	0.0	0.0	2.5	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	25.5	0.0	0.0	11.4	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		200			576			314			427	
Approach Delay, s/veh		13.1			25.5			11.4			13.5	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.5		27.5		32.5		27.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		24.5		26.5		24.5				
Max Q Clear Time (g_c+I1), s		8.6		6.7		12.5		22.0				
Green Ext Time (p_c), s		1.8		1.0		2.4		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				17.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) WP MIT - AM Pk Hr



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	299	63	36	285	370	145	92	34	185	125	18
Future Volume (veh/h)	20	299	63	36	285	370	145	92	34	185	125	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	21	311	66	38	297	385	151	96	35	193	130	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	65	953	416	97	536	454	178	612	519	230	562	82
Arrive On Green	0.04	0.27	0.27	0.05	0.29	0.29	0.10	0.33	0.33	0.13	0.36	0.36
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1570	229
Grp Volume(v), veh/h	21	311	66	38	297	385	151	96	35	193	0	149
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1799
Q Serve(g_s), s	1.0	6.3	2.9	1.9	12.1	20.6	7.5	3.3	1.4	9.7	0.0	5.2
Cycle Q Clear(g_c), s	1.0	6.3	2.9	1.9	12.1	20.6	7.5	3.3	1.4	9.7	0.0	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	65	953	416	97	536	454	178	612	519	230	0	645
V/C Ratio(X)	0.32	0.33	0.16	0.39	0.55	0.85	0.85	0.16	0.07	0.84	0.00	0.23
Avail Cap(c_a), veh/h	158	1185	517	158	623	528	178	612	519	448	0	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.3	26.4	25.2	41.1	27.2	30.3	39.8	21.5	20.8	38.2	0.0	20.2
Incr Delay (d2), s/veh	1.1	0.4	0.3	1.0	1.7	12.6	28.6	0.5	0.3	3.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.7	1.1	0.8	5.5	9.2	4.6	1.5	0.5	4.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	26.8	25.5	42.1	28.9	42.9	68.4	22.0	21.1	41.4	0.0	21.0
LnGrp LOS	D	C	C	D	C	D	E	C	C	D	A	C
Approach Vol, veh/h		398			720			282			342	
Approach Delay, s/veh		27.4			37.1			46.7			32.5	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.0	37.9	7.3	31.8	15.8	35.2	8.9	30.1				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	3.0	23.3	8.0	30.0	23.0	9.3	8.0	30.0				
Max Q Clear Time (g_c+19), s	1.5	7.2	3.0	22.6	11.7	5.3	3.9	8.3				
Green Ext Time (p_c), s	0.0	0.6	0.0	3.2	0.2	0.2	0.0	3.7				

Intersection Summary

HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 1: Willow Avenue & International Avenue

Tract Map 6343 Project
 Existing (2022) WP MIT - PM Pk Hr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	37	110	5	62	29	121	374	12	19	266	11
Future Volume (veh/h)	9	37	110	5	62	29	121	374	12	19	266	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	10	41	122	6	69	32	134	416	13	21	296	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	33	188	159	21	167	142	207	2531	1129	58	3433	1066
Arrive On Green	0.02	0.10	0.10	0.01	0.09	0.09	0.12	1.00	1.00	0.03	0.67	0.67
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3510	3610	1610	1795	5147	1598
Grp Volume(v), veh/h	10	41	122	6	69	32	134	416	13	21	296	12
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1755	1805	1610	1795	1716	1598
Q Serve(g_s), s	0.7	2.7	10.1	0.5	4.7	2.5	4.9	0.0	0.0	1.5	2.7	0.3
Cycle Q Clear(g_c), s	0.7	2.7	10.1	0.5	4.7	2.5	4.9	0.0	0.0	1.5	2.7	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	188	159	21	167	142	207	2531	1129	58	3433	1066
V/C Ratio(X)	0.30	0.22	0.77	0.28	0.41	0.23	0.65	0.16	0.01	0.36	0.09	0.01
Avail Cap(c_a), veh/h	203	612	519	211	612	519	356	2531	1129	196	3433	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	55.8	59.2	66.1	58.1	57.1	58.2	0.0	0.0	64.0	7.9	7.5
Incr Delay (d2), s/veh	1.9	1.4	16.3	2.6	2.8	1.4	1.3	0.1	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	4.8	0.2	2.4	1.1	2.1	0.0	0.0	0.7	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	57.2	75.4	68.8	60.9	58.5	59.5	0.1	0.0	65.4	8.0	7.6
LnGrp LOS	E	E	E	E	E	E	E	A	A	E	A	A
Approach Vol, veh/h		173			107			563			329	
Approach Delay, s/veh		70.6			60.6			14.3			11.6	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	95.8	7.1	17.9	9.7	100.3	5.6	19.4				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	6.9	4.7	2.7	6.7	3.5	2.0	2.5	12.1				
Green Ext Time (p_c), s	0.1	4.5	0.0	0.8	0.0	6.5	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

Intersection

Intersection Delay, s/veh 10.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	56	0	0	0	103	216	1	0	238	3
Future Vol, veh/h	4	0	56	0	0	0	103	216	1	0	238	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	1	1	1
Mvmt Flow	5	0	65	0	0	0	120	251	1	0	277	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3		0	11.2
HCM LOS	A		-	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	7%	0%	0%
Vol Thru, %	68%	0%	100%	99%
Vol Right, %	0%	93%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	320	60	0	241
LT Vol	103	4	0	0
Through Vol	216	0	0	238
RT Vol	1	56	0	3
Lane Flow Rate	372	70	0	280
Geometry Grp	1	1	1	1
Degree of Util (X)	0.459	0.092	0	0.348
Departure Headway (Hd)	4.441	4.772	5.477	4.467
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	749	0	807
Service Time	2.465	2.813	3.529	2.491
HCM Lane V/C Ratio	0.459	0.093	0	0.347
HCM Control Delay	11.2	8.3	8.5	9.9
HCM Lane LOS	B	A	N	A
HCM 95th-tile Q	2.4	0.3	0	1.6

HCM 6th Signalized Intersection Summary

5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	86	30	6	96	105	46	205	6	105	190	2
Future Volume (veh/h)	3	86	30	6	96	105	46	205	6	105	190	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	3	98	34	7	109	119	52	233	7	119	216	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	64	238	81	65	149	157	228	980	28	412	715	6
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	12	1334	453	20	835	877	234	1460	42	493	1065	9
Grp Volume(v), veh/h	135	0	0	235	0	0	292	0	0	337	0	0
Grp Sat Flow(s),veh/h/ln	1799	0	0	1732	0	0	1735	0	0	1568	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	7.7	0.0	0.0	3.6	0.0	0.0	4.5	0.0	0.0
Prop In Lane	0.02		0.25	0.03		0.51	0.18		0.02	0.35		0.01
Lane Grp Cap(c), veh/h	383	0	0	371	0	0	1236	0	0	1134	0	0
V/C Ratio(X)	0.35	0.00	0.00	0.63	0.00	0.00	0.24	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	703	0	0	680	0	0	1236	0	0	1134	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	1.00	0.00	0.00	0.99	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	23.4	0.0	0.0	3.8	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.8	0.0	0.0	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	3.1	0.0	0.0	1.1	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	0.0	25.2	0.0	0.0	4.3	0.0	0.0	4.6	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		135			235			292			337	
Approach Delay, s/veh		22.4			25.2			4.3			4.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.8		15.2		44.8		15.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		21.5		29.5		21.5				
Max Q Clear Time (g_c+I1), s		5.6		6.0		6.5		9.7				
Green Ext Time (p_c), s		1.8		0.6		2.2		1.0				
Intersection Summary												
HCM 6th Ctrl Delay											11.8	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Existing (2022) WP MIT - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	288	83	47	261	128	123	119	73	110	112	14
Future Volume (veh/h)	23	288	83	47	261	128	123	119	73	110	112	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	24	303	87	49	275	135	129	125	77	116	118	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	70	611	273	107	361	306	160	917	777	155	793	101
Arrive On Green	0.04	0.17	0.17	0.06	0.19	0.19	0.09	0.49	0.49	0.09	0.48	0.48
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1598	1795	1639	208
Grp Volume(v), veh/h	24	303	87	49	275	135	129	125	77	116	0	133
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1598	1795	0	1847
Q Serve(g_s), s	1.3	7.7	4.8	2.6	13.8	7.5	7.1	3.6	2.6	6.3	0.0	4.0
Cycle Q Clear(g_c), s	1.3	7.7	4.8	2.6	13.8	7.5	7.1	3.6	2.6	6.3	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	70	611	273	107	361	306	160	917	777	155	0	894
V/C Ratio(X)	0.34	0.50	0.32	0.46	0.76	0.44	0.81	0.14	0.10	0.75	0.00	0.15
Avail Cap(c_a), veh/h	144	1289	575	162	698	591	341	917	777	180	0	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.8	37.6	36.4	45.5	38.3	35.7	44.7	14.1	13.9	44.6	0.0	14.4
Incr Delay (d2), s/veh	1.1	1.2	1.2	1.1	6.1	1.9	3.6	0.3	0.3	10.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.6	3.4	1.9	1.2	6.6	3.0	3.2	1.5	0.9	3.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	38.7	37.6	46.6	44.4	37.6	48.4	14.4	14.1	55.6	0.0	14.7
LnGrp LOS	D	D	D	D	D	D	D	B	B	E	A	B
Approach Vol, veh/h		414			459			331			249	
Approach Delay, s/veh		39.0			42.6			27.6			33.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.9	54.1	7.9	25.1	12.6	54.3	9.9	23.1				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	19.0	16.3	8.0	37.0	10.0	25.3	9.0	36.0				
Max Q Clear Time (g_c+19), s	19.0	6.0	3.3	15.8	8.3	5.6	4.6	9.7				
Green Ext Time (p_c), s	0.1	0.4	0.0	3.3	0.0	0.7	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 1: Willow Avenue & International Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	71	224	19	270	53	435	432	17	62	586	86
Future Volume (veh/h)	22	71	224	19	270	53	435	432	17	62	586	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	29	93	295	25	355	70	572	568	22	82	771	113
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	71	430	365	64	412	349	635	1877	837	103	2002	621
Arrive On Green	0.04	0.23	0.23	0.04	0.22	0.22	0.06	0.17	0.17	0.06	0.39	0.39
Sat Flow, veh/h	1795	1885	1598	1781	1870	1585	3483	3582	1598	1781	5106	1585
Grp Volume(v), veh/h	29	93	295	25	355	70	572	568	22	82	771	113
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1870	1585	1742	1791	1598	1781	1702	1585
Q Serve(g_s), s	2.1	5.4	23.6	1.9	24.7	4.9	22.0	18.7	1.5	6.1	14.6	6.3
Cycle Q Clear(g_c), s	2.1	5.4	23.6	1.9	24.7	4.9	22.0	18.7	1.5	6.1	14.6	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	430	365	64	412	349	635	1877	837	103	2002	621
V/C Ratio(X)	0.41	0.22	0.81	0.39	0.86	0.20	0.90	0.30	0.03	0.80	0.39	0.18
Avail Cap(c_a), veh/h	106	567	480	106	554	470	740	1877	837	169	2002	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	42.3	49.3	63.6	50.6	42.9	62.2	34.3	27.2	62.8	29.4	26.9
Incr Delay (d2), s/veh	1.4	0.6	11.5	1.4	12.4	0.5	11.1	0.4	0.1	5.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	10.6	0.9	13.0	2.0	11.3	9.0	0.6	2.9	5.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	42.9	60.8	65.0	63.0	43.4	73.3	34.7	27.3	68.1	29.9	27.5
LnGrp LOS	E	D	E	E	E	D	E	C	C	E	C	C
Approach Vol, veh/h		417			450			1162			966	
Approach Delay, s/veh		57.1			60.0			53.6			32.9	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.9	58.6	9.9	35.6	13.1	76.4	8.9	36.6				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	28.7	35.9	8.0	40.0	12.8	52.8	8.0	40.6				
Max Q Clear Time (g_c+I1), s	24.0	16.6	4.1	26.7	8.1	20.7	3.9	25.6				
Green Ext Time (p_c), s	0.6	10.2	0.0	3.1	0.0	9.0	0.0	2.9				

Intersection Summary

HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Intersection												
Intersection Delay, s/veh	25.4											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	102	0	2	0	320	219	0	0	261	6
Future Vol, veh/h	1	2	102	0	2	0	320	219	0	0	261	6
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	1	2	126	0	2	0	395	270	0	0	322	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	9.7	34.7	12.7
HCM LOS	B	A	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	1%	0%	0%
Vol Thru, %	41%	2%	100%	98%
Vol Right, %	0%	97%	0%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	539	105	2	267
LT Vol	320	1	0	0
Through Vol	219	2	2	261
RT Vol	0	102	0	6
Lane Flow Rate	665	130	2	330
Geometry Grp	1	1	1	1
Degree of Util (X)	0.894	0.207	0.005	0.473
Departure Headway (Hd)	4.941	5.738	6.675	5.164
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	627	537	702
Service Time	2.941	3.755	4.702	3.164
HCM Lane V/C Ratio	0.9	0.207	0.004	0.47
HCM Control Delay	34.7	10.3	9.7	12.7
HCM Lane LOS	D	B	A	B
HCM 95th-tile Q	11.5	0.8	0	2.6

HCM 6th Signalized Intersection Summary
 5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	3	126	46	17	167	306	45	256	11	126	250	3
Future Volume (veh/h)	3	126	46	17	167	306	45	256	11	126	250	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	4	152	55	20	201	369	54	308	13	152	301	4
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	4	4	4	4	4	4	2	2	2
Cap, veh/h	64	503	179	71	228	395	501	814	34	491	856	11
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	8	1307	464	24	591	1027	1057	1752	74	1059	1841	24
Grp Volume(v), veh/h	211	0	0	590	0	0	54	0	321	152	0	305
Grp Sat Flow(s),veh/h/ln1779	0	0	0	1642	0	0	1057	0	1826	1059	0	1866
Q Serve(g_s), s	0.0	0.0	0.0	7.6	0.0	0.0	2.1	0.0	6.8	6.5	0.0	6.3
Cycle Q Clear(g_c), s	5.0	0.0	0.0	20.7	0.0	0.0	8.3	0.0	6.8	13.4	0.0	6.3
Prop In Lane	0.02		0.26	0.03		0.63	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	746	0	0	694	0	0	501	0	849	491	0	867
V/C Ratio(X)	0.28	0.00	0.00	0.85	0.00	0.00	0.11	0.00	0.38	0.31	0.00	0.35
Avail Cap(c_a), veh/h	763	0	0	710	0	0	501	0	849	491	0	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	17.7	0.0	0.0	12.9	0.0	10.4	14.8	0.0	10.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	9.5	0.0	0.0	0.4	0.0	1.3	1.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln1.8	0.0	0.0	0.0	8.6	0.0	0.0	0.5	0.0	2.7	1.6	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	27.1	0.0	0.0	13.4	0.0	11.7	16.4	0.0	11.4
LnGrp LOS	B	A	A	C	A	A	B	A	B	B	A	B
Approach Vol, veh/h		211		590			375			457		
Approach Delay, s/veh		13.1		27.1			11.9			13.1		
Approach LOS		B		C			B			B		
Timer - Assigned Phs		2		4			6			8		
Phs Duration (G+Y+Rc), s		32.4		27.6			32.4			27.6		
Change Period (Y+Rc), s		4.5		4.5			4.5			4.5		
Max Green Setting (Gmax), s		27.3		23.7			27.3			23.7		
Max Q Clear Time (g_c+11), s		10.3		7.0			15.4			22.7		
Green Ext Time (p_c), s		2.0		1.1			2.0			0.4		
Intersection Summary												
HCM 6th Ctrl Delay				17.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	668	241	148	724	133	191	257	89	205	459	117
Future Volume (veh/h)	84	668	241	148	724	133	191	257	89	205	459	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	795	287	176	862	158	227	306	106	244	546	139
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	124	954	419	202	927	170	301	977	430	316	1007	449
Arrive On Green	0.07	0.27	0.27	0.11	0.31	0.31	0.17	0.28	0.28	0.18	0.28	0.28
Sat Flow, veh/h	1795	3582	1574	1767	2975	545	1781	3554	1563	1781	3554	1585
Grp Volume(v), veh/h	100	795	287	176	511	509	227	306	106	244	546	139
Grp Sat Flow(s),veh/h/ln	1795	1791	1574	1767	1763	1757	1781	1777	1563	1781	1777	1585
Q Serve(g_s), s	6.6	25.1	12.9	11.8	33.7	33.7	14.6	8.2	4.6	15.7	15.6	6.5
Cycle Q Clear(g_c), s	6.6	25.1	12.9	11.8	33.7	33.7	14.6	8.2	4.6	15.7	15.6	6.5
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	954	419	202	550	548	301	977	430	316	1007	449
V/C Ratio(X)	0.81	0.83	0.68	0.87	0.93	0.93	0.75	0.31	0.25	0.77	0.54	0.31
Avail Cap(c_a), veh/h	135	955	420	221	558	557	301	977	430	316	1007	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	41.5	17.0	52.2	40.0	40.0	47.5	34.5	17.9	47.0	36.4	20.9
Incr Delay (d2), s/veh	24.8	6.7	5.2	25.8	22.5	22.6	9.2	0.8	1.4	10.1	2.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	11.9	5.2	6.7	17.8	17.8	7.2	3.7	2.5	7.8	7.1	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	48.2	22.2	78.0	62.5	62.6	56.7	35.3	19.2	57.2	38.5	22.7
LnGrp LOS	E	D	C	E	E	E	E	D	B	E	D	C
Approach Vol, veh/h		1182			1196			639			929	
Approach Delay, s/veh		44.6			64.8			40.2			41.1	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	40.0	12.3	43.4	25.3	39.0	17.7	38.0				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	9.0	38.0	20.0	33.0	15.0	32.0				
Max Q Clear Time (g_c+1/0.6), s	11.6	17.6	8.6	35.7	17.7	10.2	13.8	27.1				
Green Ext Time (p_c), s	0.1	5.2	0.0	1.7	0.1	2.5	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay		49.2										
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↖	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	108	684	134	214	649	113	111	193	132	152	380	201
Future Volume (veh/h)	108	684	134	214	649	113	111	193	132	152	380	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	130	824	161	258	782	136	134	233	159	183	458	242
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	243	856	381	312	932	416	157	1122	501	588	1427	636
Arrive On Green	0.07	0.24	0.24	0.09	0.26	0.26	0.09	0.33	0.33	0.17	0.41	0.41
Sat Flow, veh/h	3428	3526	1569	3456	3554	1585	1711	3413	1522	3374	3469	1547
Grp Volume(v), veh/h	130	824	161	258	782	136	134	233	159	183	458	242
Grp Sat Flow(s),veh/h/ln	1714	1763	1569	1728	1777	1585	1711	1706	1522	1687	1735	1547
Q Serve(g_s), s	5.1	32.3	12.1	10.3	29.1	9.7	10.8	6.9	11.0	6.6	12.5	15.3
Cycle Q Clear(g_c), s	5.1	32.3	12.1	10.3	29.1	9.7	10.8	6.9	11.0	6.6	12.5	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	856	381	312	932	416	157	1122	501	588	1427	636
V/C Ratio(X)	0.53	0.96	0.42	0.83	0.84	0.33	0.85	0.21	0.32	0.31	0.32	0.38
Avail Cap(c_a), veh/h	598	856	381	602	932	416	298	1122	501	588	1427	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	52.4	44.7	62.6	48.8	41.7	62.6	33.8	35.2	50.5	27.9	28.8
Incr Delay (d2), s/veh	0.7	22.1	1.1	2.1	7.1	0.7	4.9	0.4	1.6	1.4	0.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	16.9	4.9	4.6	13.9	3.9	4.9	3.0	4.3	2.9	5.4	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	74.5	45.8	64.7	56.0	42.3	67.5	34.2	36.8	51.8	28.5	30.5
LnGrp LOS	E	E	D	E	E	D	E	C	D	D	C	C
Approach Vol, veh/h		1115			1176			526			883	
Approach Delay, s/veh		69.1			56.3			43.5			33.9	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	63.3	15.5	42.7	30.0	51.7	18.3	40.0				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+1/2g), s	11.8	17.3	7.1	31.1	8.6	13.0	12.3	34.3				
Green Ext Time (p_c), s	0.1	8.7	0.2	1.9	0.3	3.9	0.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											53.0	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	352	341	35	399	180	153	462	20	70	823	72
Future Volume (veh/h)	41	352	341	35	399	180	153	462	20	70	823	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	47	405	392	40	459	207	176	531	23	80	946	83
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	117	527	446	108	521	441	194	1381	601	143	1286	559
Arrive On Green	0.07	0.28	0.28	0.06	0.28	0.28	0.11	0.39	0.39	0.08	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1795	1885	1596	1767	3526	1534	1781	3554	1544
Grp Volume(v), veh/h	47	405	392	40	459	207	176	531	23	80	946	83
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1795	1885	1596	1767	1763	1534	1781	1777	1544
Q Serve(g_s), s	2.5	19.9	23.6	2.1	23.3	10.8	9.8	10.8	0.9	4.3	23.1	3.6
Cycle Q Clear(g_c), s	2.5	19.9	23.6	2.1	23.3	10.8	9.8	10.8	0.9	4.3	23.1	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	527	446	108	521	441	194	1381	601	143	1286	559
V/C Ratio(X)	0.40	0.77	0.88	0.37	0.88	0.47	0.91	0.38	0.04	0.56	0.74	0.15
Avail Cap(c_a), veh/h	160	574	487	162	579	490	194	1381	601	178	1286	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	32.9	34.3	45.2	34.6	30.1	44.0	21.8	18.8	44.3	27.7	21.5
Incr Delay (d2), s/veh	0.8	6.5	16.5	0.8	14.4	1.1	36.3	0.7	0.1	1.3	3.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.8	10.9	1.0	12.5	4.2	6.2	4.5	0.3	1.9	10.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	39.4	50.8	45.9	49.0	31.2	80.3	22.5	18.9	45.6	31.5	22.1
LnGrp LOS	D	D	D	D	D	C	F	C	B	D	C	C
Approach Vol, veh/h		844			706			730			1109	
Approach Delay, s/veh		45.0			43.6			36.3			31.8	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	41.5	10.6	32.9	12.0	44.5	10.0	33.5				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	30.7	9.0	30.7	10.0	31.7	9.0	30.7					
Max Q Clear Time (g_c+ll), s	25.1	4.5	25.3	6.3	12.8	4.1	25.6					
Green Ext Time (p_c), s	0.0	3.8	0.0	2.3	0.0	5.0	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	↔↔
Traffic Volume (veh/h)	356	887	249	152	1063	177	250	307	122	197	410	693
Future Volume (veh/h)	356	887	249	152	1063	177	250	307	122	197	410	693
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	383	954	268	163	1143	190	269	330	131	212	441	745
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	540	1882	731	305	1544	479	323	1066	396	264	1440	1230
Arrive On Green	0.31	0.74	0.74	0.09	0.30	0.30	0.09	0.29	0.29	0.08	0.28	0.28
Sat Flow, veh/h	3428	5066	1572	3456	5106	1583	3456	3646	1354	3483	5147	2812
Grp Volume(v), veh/h	383	954	268	163	1143	190	269	307	154	212	441	745
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1583	1728	1702	1596	1742	1716	1406
Q Serve(g_s), s	12.8	10.1	4.4	5.9	26.2	12.4	9.9	9.1	9.9	7.8	8.8	6.2
Cycle Q Clear(g_c), s	12.8	10.1	4.4	5.9	26.2	12.4	9.9	9.1	9.9	7.8	8.8	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	540	1882	731	305	1544	479	323	995	467	264	1440	1230
V/C Ratio(X)	0.71	0.51	0.37	0.53	0.74	0.40	0.83	0.31	0.33	0.80	0.31	0.61
Avail Cap(c_a), veh/h	540	1882	731	305	1544	479	425	995	467	295	1440	1230
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	11.8	3.5	56.7	40.8	36.0	57.9	35.8	36.0	59.1	36.9	12.3
Incr Delay (d2), s/veh	3.3	0.9	1.2	1.0	3.2	2.5	8.1	0.8	1.9	12.0	0.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	2.9	1.6	2.6	11.4	5.1	4.7	3.9	4.1	3.9	3.8	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	12.7	4.8	57.7	44.0	38.4	66.0	36.6	37.9	71.1	37.4	14.5
LnGrp LOS	D	B	A	E	D	D	E	D	D	E	D	B
Approach Vol, veh/h		1605			1496			730			1398	
Approach Delay, s/veh		19.1			44.8			47.7			30.3	
Approach LOS		B			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.5	45.3	15.5	43.7	16.5	54.3	17.2	42.1				
Change Period (Y+Rc), s	5.0	6.0	5.7	* 5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	20.0	39.3	11.0	* 38	11.0	48.3	16.0	33.0				
Max Q Clear Time (g_c+1/4), s	14.8	28.2	9.8	11.9	7.9	12.1	11.9	10.8				
Green Ext Time (p_c), s	0.4	5.7	0.1	2.0	0.1	9.6	0.2	7.5				

Intersection Summary

HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 18: Sunnyside Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - AM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	741	195	67	721	11	110	15	49	24	27	99
Future Volume (veh/h)	63	741	195	67	721	11	110	15	49	24	27	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1752	1752	1752	1722	1722	1722
Adj Flow Rate, veh/h	64	756	199	68	736	11	112	15	50	24	28	101
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	1	1	1	10	10	10	12	12	12
Cap, veh/h	82	796	660	88	1544	673	138	106	352	41	413	349
Arrive On Green	0.05	0.43	0.43	0.05	0.43	0.43	0.08	0.30	0.30	0.03	0.24	0.24
Sat Flow, veh/h	1767	1856	1538	1795	3582	1561	1668	355	1184	1640	1722	1458
Grp Volume(v), veh/h	64	756	199	68	736	11	112	0	65	24	28	101
Grp Sat Flow(s),veh/h/ln	1767	1856	1538	1795	1791	1561	1668	0	1539	1640	1722	1458
Q Serve(g_s), s	3.2	35.3	7.6	3.4	13.2	0.4	5.9	0.0	2.8	1.3	1.1	5.1
Cycle Q Clear(g_c), s	3.2	35.3	7.6	3.4	13.2	0.4	5.9	0.0	2.8	1.3	1.1	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	82	796	660	88	1544	673	138	0	458	41	413	349
V/C Ratio(X)	0.78	0.95	0.30	0.78	0.48	0.02	0.81	0.00	0.14	0.58	0.07	0.29
Avail Cap(c_a), veh/h	175	814	675	110	1544	673	139	0	458	108	413	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	24.8	16.9	42.3	18.3	14.7	40.6	0.0	23.2	43.4	26.5	28.0
Incr Delay (d2), s/veh	14.4	20.2	0.3	23.4	0.2	0.0	28.9	0.0	0.7	12.4	0.3	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	19.0	2.6	2.0	5.3	0.1	3.5	0.0	1.1	0.7	0.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	44.9	17.1	65.7	18.6	14.7	69.5	0.0	23.8	55.8	26.8	30.0
LnGrp LOS	E	D	B	E	B	B	E	A	C	E	C	C
Approach Vol, veh/h		1019			815			177				153
Approach Delay, s/veh		40.2			22.4			52.7				33.5
Approach LOS		D			C			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	31.3	8.9	43.1	12.0	26.1	8.7	43.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.9	21.1	5.5	39.5	7.5	19.5	8.9	36.1				
Max Q Clear Time (g_c+I1), s	3.3	4.8	5.4	37.3	7.9	7.1	5.2	15.2				
Green Ext Time (p_c), s	0.0	0.2	0.0	1.2	0.0	0.3	0.0	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			34.1									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - AM Pk Hr



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	574	187	37	447	370	208	97	38	185	126	27
Future Volume (veh/h)	32	574	187	37	447	370	208	97	38	185	126	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	33	598	195	39	466	385	217	101	40	193	131	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	89	1040	454	99	558	473	178	565	479	230	489	105
Arrive On Green	0.05	0.29	0.29	0.06	0.30	0.30	0.10	0.30	0.30	0.13	0.33	0.33
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1470	314
Grp Volume(v), veh/h	33	598	195	39	466	385	217	101	40	193	0	159
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1784
Q Serve(g_s), s	1.6	12.9	9.2	1.9	21.0	20.3	9.0	3.6	1.6	9.7	0.0	5.9
Cycle Q Clear(g_c), s	1.6	12.9	9.2	1.9	21.0	20.3	9.0	3.6	1.6	9.7	0.0	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	89	1040	454	99	558	473	178	565	479	230	0	594
V/C Ratio(X)	0.37	0.57	0.43	0.40	0.84	0.81	1.22	0.18	0.08	0.84	0.00	0.27
Avail Cap(c_a), veh/h	158	1185	517	158	623	528	178	565	479	448	0	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.4	27.1	25.7	41.1	29.5	29.3	40.5	23.2	22.5	38.2	0.0	22.0
Incr Delay (d2), s/veh	1.0	1.0	1.2	1.0	10.1	10.1	138.3	0.7	0.3	3.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.5	3.4	0.9	10.7	8.8	10.7	1.7	0.6	4.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	28.0	26.9	42.0	39.6	39.4	178.8	23.9	22.8	41.4	0.0	23.1
LnGrp LOS	D	C	C	D	D	D	F	C	C	D	A	C
Approach Vol, veh/h		826			890			358			352	
Approach Delay, s/veh		28.3			39.6			117.6			33.1	
Approach LOS		C			D			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.0	35.7	8.5	32.8	15.8	32.9	9.0	32.4				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	3.0	23.3	8.0	30.0	23.0	9.3	8.0	30.0				
Max Q Clear Time (g_c+ll), s	3.0	7.9	3.6	23.0	11.7	5.6	3.9	14.9				
Green Ext Time (p_c), s	0.0	0.7	0.0	3.9	0.2	0.2	0.0	6.7				

Intersection Summary

HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 1: Willow Avenue & International Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - PM Pk Hr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	40	188	16	64	29	169	597	24	19	468	11
Future Volume (veh/h)	9	40	188	16	64	29	169	597	24	19	468	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	10	44	209	18	71	32	188	663	27	21	520	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	33	297	252	52	308	261	242	2259	1008	58	2994	930
Arrive On Green	0.02	0.16	0.16	0.03	0.16	0.16	0.05	0.42	0.42	0.03	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3510	3610	1610	1795	5147	1598
Grp Volume(v), veh/h	10	44	209	18	71	32	188	663	27	21	520	12
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1755	1805	1610	1795	1716	1598
Q Serve(g_s), s	0.7	2.7	17.2	1.3	4.4	2.3	7.2	16.4	1.3	1.5	6.3	0.4
Cycle Q Clear(g_c), s	0.7	2.7	17.2	1.3	4.4	2.3	7.2	16.4	1.3	1.5	6.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	297	252	52	308	261	242	2259	1008	58	2994	930
V/C Ratio(X)	0.30	0.15	0.83	0.35	0.23	0.12	0.78	0.29	0.03	0.36	0.17	0.01
Avail Cap(c_a), veh/h	203	612	519	211	612	519	382	2259	1008	196	2994	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	48.9	55.0	64.3	48.9	48.0	63.4	19.4	15.1	64.0	13.1	11.9
Incr Delay (d2), s/veh	1.9	0.5	14.9	1.5	0.6	0.4	2.0	0.3	0.0	1.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	7.9	0.6	2.2	1.0	3.2	7.4	0.5	0.7	2.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	49.5	70.0	65.8	49.6	48.4	65.4	19.8	15.1	65.4	13.3	11.9
LnGrp LOS	E	D	E	E	D	D	E	B	B	E	B	B
Approach Vol, veh/h		263			121			878			553	
Approach Delay, s/veh		66.4			51.7			29.4			15.2	
Approach LOS		E			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	84.2	7.1	28.1	9.7	90.2	7.9	27.2				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	14.7	38.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	9.2	8.3	2.7	6.4	3.5	18.4	3.3	19.2				
Green Ext Time (p_c), s	0.1	7.8	0.0	0.8	0.0	8.7	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	2	59	0	2	0	105	237	1	0	260	3
Future Vol, veh/h	4	2	59	0	2	0	105	237	1	0	260	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	1	1	1
Mvmt Flow	5	2	69	0	2	0	122	276	1	0	302	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.7	11.9	10.4
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	6%	0%	0%
Vol Thru, %	69%	3%	100%	99%
Vol Right, %	0%	91%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	343	65	2	263
LT Vol	105	4	0	0
Through Vol	237	2	2	260
RT Vol	1	59	0	3
Lane Flow Rate	399	76	2	306
Geometry Grp	1	1	1	1
Degree of Util (X)	0.498	0.103	0.004	0.384
Departure Headway (Hd)	4.493	4.911	5.612	4.524
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	802	726	634	795
Service Time	2.524	2.962	3.676	2.558
HCM Lane V/C Ratio	0.498	0.105	0.003	0.385
HCM Control Delay	11.9	8.5	8.7	10.4
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.8	0.3	0	1.8

HCM 6th Signalized Intersection Summary
 5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	3	96	34	17	105	105	49	243	18	105	239	2
Future Volume (veh/h)	3	96	34	17	105	105	49	243	18	105	239	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	3	109	39	19	119	119	56	276	20	119	272	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	63	253	89	77	165	153	789	1144	83	769	1231	9
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	11	1323	464	65	861	798	1114	1737	126	1092	1869	14
Grp Volume(v), veh/h	151	0	0	257	0	0	56	0	296	119	0	274
Grp Sat Flow(s),veh/h/ln1798	0	0	0	1723	0	0	1114	0	1863	1092	0	1883
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	1.3	0.0	3.9	3.0	0.0	3.5
Cycle Q Clear(g_c), s	4.4	0.0	0.0	8.4	0.0	0.0	4.8	0.0	3.9	6.8	0.0	3.5
Prop In Lane	0.02		0.26	0.07		0.46	1.00		0.07	1.00		0.01
Lane Grp Cap(c), veh/h	405	0	0	394	0	0	789	0	1227	769	0	1240
V/C Ratio(X)	0.37	0.00	0.00	0.65	0.00	0.00	0.07	0.00	0.24	0.15	0.00	0.22
Avail Cap(c_a), veh/h	673	0	0	649	0	0	789	0	1227	769	0	1240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	23.0	0.0	0.0	5.0	0.0	4.2	5.5	0.0	4.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.8	0.0	0.0	0.2	0.0	0.5	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln1.8	0.0	0.0	0.0	3.4	0.0	0.0	0.3	0.0	1.1	0.6	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	0.0	0.0	24.8	0.0	0.0	5.2	0.0	4.6	6.0	0.0	4.5
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		151			257			352			393	
Approach Delay, s/veh		22.0			24.8			4.7			4.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		16.0		44.0		16.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		30.5		20.5		30.5		20.5				
Max Q Clear Time (g_c+11), s		6.8		6.4		8.8		10.4				
Green Ext Time (p_c), s		2.0		0.6		2.1		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				11.5								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	137	981	153	105	868	201	195	489	150	151	346	103
Future Volume (veh/h)	137	981	153	105	868	201	195	489	150	151	346	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	147	1055	165	113	933	216	210	526	161	162	372	111
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	173	1296	578	138	946	219	751	2197	980	189	1015	453
Arrive On Green	0.10	0.36	0.36	0.08	0.32	0.32	0.42	0.61	0.61	0.11	0.28	0.28
Sat Flow, veh/h	1795	3582	1598	1810	2911	673	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	147	1055	165	113	578	571	210	526	161	162	372	111
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1805	1779	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	9.7	32.0	6.1	7.4	38.2	38.3	9.2	8.0	5.2	10.6	10.0	6.4
Cycle Q Clear(g_c), s	9.7	32.0	6.1	7.4	38.2	38.3	9.2	8.0	5.2	10.6	10.0	6.4
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	1296	578	138	587	578	751	2197	980	189	1015	453
V/C Ratio(X)	0.85	0.81	0.29	0.82	0.99	0.99	0.28	0.24	0.16	0.86	0.37	0.25
Avail Cap(c_a), veh/h	180	1296	578	166	587	578	751	2197	980	209	1015	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	34.7	13.1	54.6	40.2	40.3	23.0	10.5	10.0	52.8	34.4	33.1
Incr Delay (d2), s/veh	27.5	4.4	0.4	19.3	33.4	34.2	0.1	0.3	0.4	24.3	1.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	13.9	3.2	4.0	21.3	21.2	3.8	3.0	1.7	6.1	4.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	39.0	13.6	73.9	73.6	74.5	23.1	10.8	10.3	77.1	35.4	34.4
LnGrp LOS	F	D	B	E	E	E	C	B	B	E	D	C
Approach Vol, veh/h		1367			1262			897			645	
Approach Delay, s/veh		40.4			74.0			13.6			45.7	
Approach LOS		D			E			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	56.4	40.0	17.6	45.0	16.6	79.8	13.2	49.4				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	15.0	* 34	12.0	* 39	14.0	35.0	11.0	40.0				
Max Q Clear Time (g_c+ll), s	11.2	12.0	11.7	40.3	12.6	10.0	9.4	34.0				
Green Ext Time (p_c), s	0.1	3.9	0.0	0.0	0.0	4.1	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	186	863	155	164	874	142	203	392	175	131	265	156
Future Volume (veh/h)	186	863	155	164	874	142	203	392	175	131	265	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	908	163	173	920	149	214	413	184	138	279	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	1010	450	304	1018	454	242	1246	556	305	1078	481
Arrive On Green	0.09	0.28	0.28	0.09	0.28	0.28	0.13	0.35	0.35	0.09	0.30	0.30
Sat Flow, veh/h	3483	3582	1594	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	196	908	163	173	920	149	214	413	184	138	279	164
Grp Sat Flow(s),veh/h/ln	1742	1791	1594	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	6.3	28.0	9.4	5.4	28.2	8.4	13.4	9.7	9.7	4.3	6.8	9.1
Cycle Q Clear(g_c), s	6.3	28.0	9.4	5.4	28.2	8.4	13.4	9.7	9.7	4.3	6.8	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	1010	450	304	1018	454	242	1246	556	305	1078	481
V/C Ratio(X)	0.65	0.90	0.36	0.57	0.90	0.33	0.89	0.33	0.33	0.45	0.26	0.34
Avail Cap(c_a), veh/h	303	1028	457	317	1048	468	242	1246	556	305	1078	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	39.7	33.0	50.5	39.8	32.7	49.0	27.8	27.8	49.9	30.6	31.5
Incr Delay (d2), s/veh	3.8	10.8	0.7	1.3	11.1	0.6	27.5	0.7	1.5	4.8	0.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	13.2	3.6	2.4	13.4	3.2	7.7	4.2	3.8	2.0	2.9	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	50.5	33.7	51.7	50.8	33.3	76.5	28.5	29.3	54.7	31.2	33.4
LnGrp LOS	D	D	C	D	D	C	E	C	C	D	C	C
Approach Vol, veh/h		1267			1242			811			581	
Approach Delay, s/veh		48.9			48.9			41.3			37.4	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	40.1	15.6	38.4	15.6	45.4	15.6	38.4				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	15.4	33.3	10.0	33.4	10.0	38.7	10.4	33.0				
Max Q Clear Time (g_c+1/2), s	11.4	11.1	8.3	30.2	6.3	11.7	7.4	30.0				
Green Ext Time (p_c), s	0.0	6.1	0.1	2.2	0.1	6.6	0.1	2.0				
Intersection Summary												
HCM 6th Ctrl Delay											45.6	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	472	393	22	449	74	312	882	46	43	553	48
Future Volume (veh/h)	55	472	393	22	449	74	312	882	46	43	553	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	59	502	418	23	478	79	332	938	49	46	588	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	117	581	492	72	530	449	344	1578	687	106	1110	482
Arrive On Green	0.06	0.31	0.31	0.04	0.28	0.28	0.19	0.44	0.44	0.06	0.31	0.31
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1559	1810	3610	1567
Grp Volume(v), veh/h	59	502	418	23	478	79	332	938	49	46	588	51
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1559	1810	1805	1567
Q Serve(g_s), s	3.8	29.9	29.2	1.5	29.3	4.5	22.0	23.8	2.2	2.9	16.2	2.8
Cycle Q Clear(g_c), s	3.8	29.9	29.2	1.5	29.3	4.5	22.0	23.8	2.2	2.9	16.2	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	581	492	72	530	449	344	1578	687	106	1110	482
V/C Ratio(X)	0.51	0.86	0.85	0.32	0.90	0.18	0.96	0.59	0.07	0.43	0.53	0.11
Avail Cap(c_a), veh/h	151	629	533	135	608	515	344	1578	687	166	1110	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	39.3	39.1	56.0	41.5	32.6	48.1	25.4	19.4	54.5	34.4	29.7
Incr Delay (d2), s/veh	1.3	12.1	12.4	0.9	16.2	0.3	27.5	0.9	0.1	1.0	1.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	15.3	12.8	0.7	15.4	1.7	12.1	9.8	0.8	1.4	7.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	51.4	51.5	56.9	57.7	32.9	75.6	26.4	19.5	55.6	36.2	30.2
LnGrp LOS	E	D	D	E	E	C	E	C	B	E	D	C
Approach Vol, veh/h	979			580			1319			685		
Approach Delay, s/veh	51.7			54.3			38.5			37.0		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	42.2	11.7	39.0	11.1	58.2	8.8	42.0				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	23.6	29.7	10.0	38.7	11.0	41.7	9.0	39.7				
Max Q Clear Time (g_c+Y+Rc), s	24.6	18.2	5.8	31.3	4.9	25.8	3.5	31.9				
Green Ext Time (p_c), s	0.0	4.4	0.0	2.4	0.0	7.8	0.0	3.9				
Intersection Summary												
HCM 6th Ctrl Delay	44.4											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖↗
Traffic Volume (veh/h)	677	1428	330	319	1137	203	389	560	280	316	361	463
Future Volume (veh/h)	677	1428	330	319	1137	203	389	560	280	316	361	463
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	705	1488	344	332	1184	211	405	583	292	329	376	482
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	697	1849	836	398	1408	437	577	939	429	348	1066	1137
Arrive On Green	0.40	0.72	0.72	0.11	0.27	0.27	0.16	0.27	0.27	0.10	0.21	0.21
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1579	3483	5147	2772
Grp Volume(v), veh/h	705	1488	344	332	1184	211	405	583	292	329	376	482
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1579	1742	1716	1386
Q Serve(g_s), s	28.0	27.0	0.0	13.1	30.4	15.5	15.3	20.7	23.1	13.1	8.7	0.0
Cycle Q Clear(g_c), s	28.0	27.0	0.0	13.1	30.4	15.5	15.3	20.7	23.1	13.1	8.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	697	1849	836	398	1408	437	577	939	429	348	1066	1137
V/C Ratio(X)	1.01	0.80	0.41	0.83	0.84	0.48	0.70	0.62	0.68	0.94	0.35	0.42
Avail Cap(c_a), veh/h	697	1849	836	398	1408	437	577	939	429	348	1066	1137
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	16.4	7.7	60.7	48.0	42.6	55.3	44.7	45.6	62.6	47.5	29.7
Incr Delay (d2), s/veh	28.5	2.2	0.8	13.4	6.2	3.8	3.3	3.1	8.5	33.7	0.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	5.7	2.7	6.4	13.5	6.5	6.9	9.1	9.9	7.3	3.8	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	18.6	8.5	74.1	54.2	46.4	58.5	47.8	54.1	96.3	48.4	30.9
LnGrp LOS	F	B	A	E	D	D	E	D	D	F	D	C
Approach Vol, veh/h		2537			1727			1280			1187	
Approach Delay, s/veh		31.7			57.1			52.6			54.5	
Approach LOS		C			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	44.3	19.0	43.7	21.0	56.3	28.0	34.7				
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	28.0	38.3	14.0	38.0	16.0	50.3	23.0	29.0				
Max Q Clear Time (g_c+BO), s	30.0	32.4	15.1	25.1	15.1	29.0	17.3	10.7				
Green Ext Time (p_c), s	0.0	3.5	0.0	2.9	0.1	11.8	0.4	4.6				

Intersection Summary

HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 18: Sunnyside Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - PM Pk Hr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	886	160	62	915	31	183	25	74	19	21	108
Future Volume (veh/h)	133	886	160	62	915	31	183	25	74	19	21	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	943	170	66	973	33	195	27	79	20	22	115
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	998	846	85	1740	776	224	108	316	37	285	242
Arrive On Green	0.09	0.53	0.53	0.05	0.48	0.48	0.12	0.25	0.25	0.02	0.15	0.15
Sat Flow, veh/h	1795	1885	1598	1810	3610	1610	1810	427	1249	1810	1900	1610
Grp Volume(v), veh/h	141	943	170	66	973	33	195	0	106	20	22	115
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1810	1805	1610	1810	0	1675	1810	1900	1610
Q Serve(g_s), s	9.3	56.5	6.7	4.3	22.9	1.3	12.7	0.0	6.1	1.3	1.2	7.8
Cycle Q Clear(g_c), s	9.3	56.5	6.7	4.3	22.9	1.3	12.7	0.0	6.1	1.3	1.2	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	169	998	846	85	1740	776	224	0	424	37	285	242
V/C Ratio(X)	0.83	0.94	0.20	0.78	0.56	0.04	0.87	0.00	0.25	0.55	0.08	0.48
Avail Cap(c_a), veh/h	262	998	846	113	1740	776	271	0	424	271	285	242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	26.6	14.9	56.6	22.0	16.4	51.6	0.0	35.7	58.2	43.9	46.7
Incr Delay (d2), s/veh	12.5	17.9	0.5	21.1	1.3	0.1	22.1	0.0	1.4	12.0	0.5	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	27.4	2.4	2.4	9.6	0.5	7.0	0.0	2.6	0.7	0.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	44.5	15.4	77.7	23.3	16.5	73.7	0.0	37.1	70.2	44.4	53.3
LnGrp LOS	E	D	B	E	C	B	E	A	D	E	D	D
Approach Vol, veh/h		1254			1072			301			157	
Approach Delay, s/veh		43.0			26.5			60.8			54.2	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	68.0	19.3	22.5	15.8	62.4	6.9	34.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	58.5	18.0	18.0	17.5	48.5	18.0	18.0				
Max Q Clear Time (g_c+I1), s	6.3	58.5	14.7	9.8	11.3	24.9	3.3	8.1				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.2	0.2	7.1	0.0	0.3				

Intersection Summary												
HCM 6th Ctrl Delay											39.2	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - PM Pk Hr



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑	↗	↘	↗	↘
Traffic Volume (veh/h)	43	585	193	52	659	128	282	122	76	110	118	36
Future Volume (veh/h)	43	585	193	52	659	128	282	122	76	110	118	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	45	616	203	55	694	135	297	128	80	116	124	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	102	1305	582	112	698	591	328	546	463	155	268	82
Arrive On Green	0.06	0.36	0.36	0.06	0.37	0.37	0.18	0.29	0.29	0.09	0.19	0.19
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1598	1795	1384	424
Grp Volume(v), veh/h	45	616	203	55	694	135	297	128	80	116	0	162
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1598	1795	0	1808
Q Serve(g_s), s	2.4	13.2	9.3	3.0	36.7	5.8	16.2	5.2	3.7	6.3	0.0	7.9
Cycle Q Clear(g_c), s	2.4	13.2	9.3	3.0	36.7	5.8	16.2	5.2	3.7	6.3	0.0	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	102	1305	582	112	698	591	328	546	463	155	0	350
V/C Ratio(X)	0.44	0.47	0.35	0.49	0.99	0.23	0.91	0.23	0.17	0.75	0.00	0.46
Avail Cap(c_a), veh/h	144	1305	582	162	698	591	341	546	463	180	0	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.6	24.4	23.1	45.3	31.4	21.7	40.0	27.1	26.6	44.6	0.0	35.7
Incr Delay (d2), s/veh	1.1	0.5	0.7	1.2	32.8	0.4	25.4	1.0	0.8	10.9	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.4	3.4	1.3	21.4	2.1	9.1	2.4	1.5	3.2	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	24.9	23.8	46.5	64.2	22.0	65.4	28.1	27.4	55.6	0.0	40.1
LnGrp LOS	D	C	C	D	E	C	E	C	C	E	A	D
Approach Vol, veh/h		864			884			505			278	
Approach Delay, s/veh		25.8			56.6			49.9			46.5	
Approach LOS		C			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	25.0	9.7	43.0	12.6	34.7	10.3	42.4				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	19.0	16.3	8.0	37.0	10.0	25.3	9.0	36.0				
Max Q Clear Time (g_c+1/3), s	11.0	9.9	4.4	38.7	8.3	7.2	5.0	15.2				
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	0.7	0.0	7.9				

Intersection Summary

HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 1: Willow Avenue & International Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	93	235	42	447	77	455	452	28	65	615	90
Future Volume (veh/h)	23	93	235	42	447	77	455	452	28	65	615	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	25	101	255	46	486	84	495	491	30	71	668	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	65	529	448	87	540	457	554	1654	738	98	1789	555
Arrive On Green	0.04	0.28	0.28	0.05	0.29	0.29	0.05	0.15	0.15	0.06	0.35	0.35
Sat Flow, veh/h	1795	1885	1598	1781	1870	1585	3483	3582	1598	1781	5106	1585
Grp Volume(v), veh/h	25	101	255	46	486	84	495	491	30	71	668	98
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1781	1870	1585	1742	1791	1598	1781	1702	1585
Q Serve(g_s), s	1.8	5.5	18.5	3.4	33.7	5.4	19.1	16.4	2.2	5.3	13.2	5.8
Cycle Q Clear(g_c), s	1.8	5.5	18.5	3.4	33.7	5.4	19.1	16.4	2.2	5.3	13.2	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	529	448	87	540	457	554	1654	738	98	1789	555
V/C Ratio(X)	0.39	0.19	0.57	0.53	0.90	0.18	0.89	0.30	0.04	0.72	0.37	0.18
Avail Cap(c_a), veh/h	106	612	518	119	612	519	637	1654	738	158	1789	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	36.9	41.6	62.7	46.2	36.1	62.8	37.8	31.7	62.8	32.8	30.4
Incr Delay (d2), s/veh	1.4	0.4	2.7	1.9	16.3	0.3	11.1	0.4	0.1	3.7	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.6	7.6	1.6	18.1	2.1	9.8	7.9	0.9	2.4	5.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	37.3	44.3	64.6	62.5	36.4	73.9	38.2	31.8	66.5	33.4	31.1
LnGrp LOS	E	D	D	E	E	D	E	D	C	E	C	C
Approach Vol, veh/h		381			616			1016			837	
Approach Delay, s/veh		43.8			59.1			55.4			35.9	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.8	53.0	9.5	44.8	12.7	68.0	10.6	43.7				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	24.7	35.7	8.0	44.2	12.0	49.4	9.0	43.8				
Max Q Clear Time (g_c+I1), s	21.1	15.2	3.8	35.7	7.3	18.4	5.4	20.5				
Green Ext Time (p_c), s	0.4	9.2	0.0	3.3	0.0	7.6	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			48.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	112	419	286	311	645	254	390	916	321	263	1334	211
Future Volume (veh/h)	112	419	286	311	645	254	390	916	321	263	1334	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	122	455	311	338	701	276	424	996	349	286	1450	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	1	1	1
Cap, veh/h	267	755	337	384	871	388	442	2060	815	336	1926	589
Arrive On Green	0.08	0.21	0.21	0.11	0.25	0.25	0.13	0.41	0.41	0.10	0.37	0.37
Sat Flow, veh/h	3456	3554	1585	3428	3526	1571	3428	5066	1571	3483	5147	1575
Grp Volume(v), veh/h	122	455	311	338	701	276	424	996	349	286	1450	229
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1571	1714	1689	1571	1742	1716	1575
Q Serve(g_s), s	4.9	16.8	20.3	14.1	27.1	17.6	17.8	21.1	5.8	11.7	35.6	11.4
Cycle Q Clear(g_c), s	4.9	16.8	20.3	14.1	27.1	17.6	17.8	21.1	5.8	11.7	35.6	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	755	337	384	871	388	442	2060	815	336	1926	589
V/C Ratio(X)	0.46	0.60	0.92	0.88	0.80	0.71	0.96	0.48	0.43	0.85	0.75	0.39
Avail Cap(c_a), veh/h	462	1073	479	430	1065	474	442	2060	815	449	1926	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	64.0	51.6	29.6	63.4	51.3	28.6	62.8	31.8	7.9	64.5	39.5	18.1
Incr Delay (d2), s/veh	0.5	1.8	24.8	16.0	4.2	4.6	32.1	0.8	1.6	7.6	2.3	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.7	10.1	7.0	12.5	7.2	9.8	8.8	3.7	5.6	15.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	53.4	54.3	79.4	55.5	33.2	94.9	32.6	9.5	72.1	41.8	19.7
LnGrp LOS	E	D	D	E	E	C	F	C	A	E	D	B
Approach Vol, veh/h		888			1315			1769			1965	
Approach Delay, s/veh		55.2			57.0			43.0			43.7	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	60.0	18.0	42.0	20.3	64.7	23.1	37.0				
Change Period (Y+Rc), s	6.3	5.7	6.8	* 6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	10.7	39.3	19.4	* 44	18.7	39.3	18.2	43.8				
Max Q Clear Time (g_c+1/9), s	11.9	37.6	6.9	29.1	13.7	23.1	16.1	22.3				
Green Ext Time (p_c), s	0.0	1.6	0.1	6.7	0.3	12.7	0.2	8.3				

Intersection Summary

HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 4: Minnewawa Avenue & International Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	5	2	147	0	50	0	440	244	0	0	293	29
Future Volume (veh/h)	5	2	147	0	50	0	440	244	0	0	293	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	5	2	160	0	54	0	478	265	0	0	318	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	2	2	2	4	4	4	2	2	2
Cap, veh/h	49	6	201	0	249	0	521	1389	0	2	670	67
Arrive On Green	0.13	0.13	0.13	0.00	0.13	0.00	0.30	0.75	0.00	0.00	0.40	0.40
Sat Flow, veh/h	18	48	1511	0	1870	0	1753	1841	0	1781	1672	168
Grp Volume(v), veh/h	167	0	0	0	54	0	478	265	0	0	0	350
Grp Sat Flow(s),veh/h/ln	1577	0	0	0	1870	0	1753	1841	0	1781	0	1840
Q Serve(g_s), s	1.6	0.0	0.0	0.0	2.1	0.0	21.1	3.3	0.0	0.0	0.0	11.3
Cycle Q Clear(g_c), s	8.2	0.0	0.0	0.0	2.1	0.0	21.1	3.3	0.0	0.0	0.0	11.3
Prop In Lane	0.03		0.96	0.00		0.00	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	256	0	0	0	249	0	521	1389	0	2	0	738
V/C Ratio(X)	0.65	0.00	0.00	0.00	0.22	0.00	0.92	0.19	0.00	0.00	0.00	0.47
Avail Cap(c_a), veh/h	400	0	0	0	421	0	603	1389	0	111	0	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.87	0.87	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	0.0	0.0	31.0	0.0	27.1	2.8	0.0	0.0	0.0	17.7
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.0	0.4	0.0	15.8	0.3	0.0	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.0	0.9	0.0	10.7	0.9	0.0	0.0	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	0.0	0.0	31.4	0.0	42.9	3.1	0.0	0.0	0.0	19.9
LnGrp LOS	D	A	A	A	C	A	D	A	A	A	A	B
Approach Vol, veh/h		167			54			743				350
Approach Delay, s/veh		36.4			31.4			28.7				19.9
Approach LOS		D			C			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	64.9		15.1	28.3	36.6		15.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	43.5		18.0	27.5	21.0		18.0				
Max Q Clear Time (g_c+1), s	10.0	5.3		10.2	23.1	13.3		4.1				
Green Ext Time (p_c), s	0.0	1.7		0.5	0.7	1.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Volume (veh/h)	3	133	96	43	526	380	115	269	12	166	589	8
Future Volume (veh/h)	3	133	96	43	526	380	115	269	12	166	589	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	3	145	104	47	572	413	125	292	13	180	640	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	4	4	4	4	4	4	2	2	2
Cap, veh/h	97	358	257	335	655	555	110	725	32	207	863	12
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.06	0.42	0.42	0.12	0.47	0.47
Sat Flow, veh/h	567	1005	721	1113	1841	1560	1753	1747	78	1781	1839	26
Grp Volume(v), veh/h	3	0	249	47	572	413	125	0	305	180	0	649
Grp Sat Flow(s),veh/h/ln	567	0	1726	1113	1841	1560	1753	0	1825	1781	0	1865
Q Serve(g_s), s	0.6	0.0	13.0	4.0	34.8	27.8	7.5	0.0	14.1	11.9	0.0	34.0
Cycle Q Clear(g_c), s	35.4	0.0	13.0	17.0	34.8	27.8	7.5	0.0	14.1	11.9	0.0	34.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	97	0	614	335	655	555	110	0	758	207	0	875
V/C Ratio(X)	0.03	0.00	0.41	0.14	0.87	0.74	1.14	0.00	0.40	0.87	0.00	0.74
Avail Cap(c_a), veh/h	176	0	856	491	913	773	110	0	758	230	0	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.00	0.96	0.38	0.38	0.38	1.00	0.00	1.00	0.87	0.00	0.87
Uniform Delay (d), s/veh	52.7	0.0	29.1	35.5	36.1	33.8	56.3	0.0	24.6	52.1	0.0	25.9
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.1	2.8	1.0	128.8	0.0	1.6	23.5	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.5	1.1	15.9	10.6	7.2	0.0	6.4	6.7	0.0	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	0.0	29.5	35.6	38.9	34.8	185.1	0.0	26.2	75.7	0.0	30.9
LnGrp LOS	D	A	C	D	D	C	F	A	C	E	A	C
Approach Vol, veh/h		252			1032			430			829	
Approach Delay, s/veh		29.8			37.1			72.4			40.6	
Approach LOS		C			D			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.5	54.3		47.2	12.0	60.8		47.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	31.5		59.5	7.5	39.5		59.5				
Max Q Clear Time (g_c+1/3), s	11.9	16.1		37.4	9.5	36.0		36.8				
Green Ext Time (p_c), s	0.1	1.6		1.5	0.0	1.4		5.9				

Intersection Summary

HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	88	699	364	152	754	140	218	310	92	331	892	123
Future Volume (veh/h)	88	699	364	152	754	140	218	310	92	331	892	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	760	396	165	820	152	237	337	100	360	970	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	111	932	667	188	904	168	281	784	350	489	1201	536
Arrive On Green	0.06	0.26	0.26	0.11	0.30	0.30	0.16	0.22	0.22	0.27	0.34	0.34
Sat Flow, veh/h	1795	3582	1598	1767	2969	550	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	96	760	396	165	487	485	237	337	100	360	970	134
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1767	1763	1756	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.7	28.9	6.4	13.3	38.5	38.5	18.7	11.8	5.9	26.6	36.0	7.1
Cycle Q Clear(g_c), s	7.7	28.9	6.4	13.3	38.5	38.5	18.7	11.8	5.9	26.6	36.0	7.1
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	932	667	188	537	535	281	784	350	489	1201	536
V/C Ratio(X)	0.86	0.82	0.59	0.88	0.91	0.91	0.84	0.43	0.29	0.74	0.81	0.25
Avail Cap(c_a), veh/h	111	932	667	280	559	557	281	784	350	489	1201	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.4	50.4	15.6	63.8	48.4	48.4	59.4	48.6	28.2	47.8	43.7	22.3
Incr Delay (d2), s/veh	43.9	6.0	1.8	13.3	18.8	18.8	19.5	1.7	2.0	5.0	5.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	13.8	6.8	6.7	19.7	19.6	10.0	5.5	3.2	12.6	16.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.3	56.4	17.4	77.1	67.2	67.3	78.9	50.4	30.3	52.8	49.6	23.5
LnGrp LOS	F	E	B	E	E	E	E	D	C	D	D	C
Approach Vol, veh/h		1252			1137			674			1464	
Approach Delay, s/veh		48.3			68.7			57.4			48.0	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.8	55.0	13.0	50.2	43.8	38.0	19.5	43.7				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	21.0	49.0	9.0	46.0	38.0	32.0	23.0	32.0				
Max Q Clear Time (g_c+20), s	20.5	38.0	9.7	40.5	28.6	13.8	15.3	30.9				
Green Ext Time (p_c), s	0.0	6.6	0.0	3.7	0.4	2.5	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay											54.7	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 7: Clovis Avenue & Behymer Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	273	171	211	589	217	118	172	53	164	450	33
Future Volume (veh/h)	18	273	171	211	589	217	118	172	53	164	450	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	297	186	229	640	236	128	187	58	178	489	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	4	4	4	0	0	0	0	0	0
Cap, veh/h	39	433	367	265	668	566	151	414	128	213	581	43
Arrive On Green	0.02	0.23	0.23	0.15	0.36	0.36	0.08	0.30	0.30	0.12	0.33	0.33
Sat Flow, veh/h	1767	1856	1572	1753	1841	1560	1810	1391	431	1810	1748	129
Grp Volume(v), veh/h	20	297	186	229	640	236	128	0	245	178	0	525
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1753	1841	1560	1810	0	1822	1810	0	1877
Q Serve(g_s), s	1.0	13.1	9.3	11.5	30.6	10.2	6.3	0.0	9.8	8.7	0.0	23.3
Cycle Q Clear(g_c), s	1.0	13.1	9.3	11.5	30.6	10.2	6.3	0.0	9.8	8.7	0.0	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.07
Lane Grp Cap(c), veh/h	39	433	367	265	668	566	151	0	542	213	0	623
V/C Ratio(X)	0.52	0.69	0.51	0.86	0.96	0.42	0.85	0.00	0.45	0.83	0.00	0.84
Avail Cap(c_a), veh/h	98	449	381	310	669	567	151	0	542	247	0	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.39	0.39	0.39	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	31.5	30.0	37.3	28.0	21.5	40.7	0.0	25.7	38.8	0.0	27.9
Incr Delay (d2), s/veh	8.8	3.5	0.9	8.8	13.3	0.2	34.1	0.0	2.7	19.0	0.0	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.2	3.5	5.5	15.3	3.7	4.2	0.0	4.6	4.9	0.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	35.0	30.9	46.1	41.3	21.7	74.8	0.0	28.4	57.8	0.0	40.9
LnGrp LOS	D	C	C	D	D	C	E	A	C	E	A	D
Approach Vol, veh/h		503			1105			373			703	
Approach Delay, s/veh		34.2			38.1			44.3			45.2	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	31.3	18.1	25.5	12.0	34.4	6.5	37.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.3	22.0	15.9	21.8	7.5	26.8	5.0	32.7				
Max Q Clear Time (g_c+110), s	11.0	11.8	13.5	15.1	8.3	25.3	3.0	32.6				
Green Ext Time (p_c), s	0.1	1.0	0.2	1.4	0.0	0.5	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay												40.1
HCM 6th LOS												D

HCM 6th Signalized Intersection Summary
8: Clovis Avenue & Baron Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶		↶	↷		↶	↶	↶	↶↶	
Traffic Volume (veh/h)	0	0	0	330	0	36	87	0	455	180	30	826	0
Future Volume (veh/h)	0	0	0	330	0	36	87	0	455	180	30	826	0
Initial Q (Qb), veh				0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00		1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No	
Adj Sat Flow, veh/h/ln				1900	0	1900		0	1767	1767	1900	1900	0
Adj Flow Rate, veh/h				359	0	39		0	495	196	33	898	0
Peak Hour Factor				0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0		0	9	9	0	0	0
Cap, veh/h				411	0	365		0	1010	856	59	2384	0
Arrive On Green				0.23	0.00	0.23		0.00	0.57	0.57	0.03	0.66	0.00
Sat Flow, veh/h				1810	0	1610		0	1767	1497	1810	3705	0
Grp Volume(v), veh/h				359	0	39		0	495	196	33	898	0
Grp Sat Flow(s),veh/h/ln				1810	0	1610		0	1767	1497	1810	1805	0
Q Serve(g_s), s				15.3	0.0	1.5		0.0	13.3	5.2	1.4	9.0	0.0
Cycle Q Clear(g_c), s				15.3	0.0	1.5		0.0	13.3	5.2	1.4	9.0	0.0
Prop In Lane				1.00		1.00		0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				411	0	365		0	1010	856	59	2384	0
V/C Ratio(X)				0.87	0.00	0.11		0.00	0.49	0.23	0.56	0.38	0.00
Avail Cap(c_a), veh/h				586	0	521		0	1010	856	129	2384	0
HCM Platoon Ratio				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00		0.00	0.96	0.96	1.00	1.00	0.00
Uniform Delay (d), s/veh				29.8	0.0	24.5		0.0	10.2	8.4	38.1	6.1	0.0
Incr Delay (d2), s/veh				10.1	0.0	0.1		0.0	1.6	0.6	8.1	0.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	0.0	0.6		0.0	5.0	1.6	0.8	2.9	0.0
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh				40.0	0.0	24.6		0.0	11.8	9.0	46.3	6.6	0.0
LnGrp LOS				D	A	C		A	B	A	D	A	A
Approach Vol, veh/h					398				691			931	
Approach Delay, s/veh					38.4				11.0			8.0	
Approach LOS					D				B			A	
Timer - Assigned Phs	1	2			6		8						
Phs Duration (G+Y+Rc), s	7.1	50.2			57.3		22.7						
Change Period (Y+Rc), s	4.5	4.5			4.5		4.5						
Max Green Setting (Gmax), s	5.7	34.9			30.9		25.9						
Max Q Clear Time (g_c+1/3), s	13.4	15.3			11.0		17.3						
Green Ext Time (p_c), s	0.0	3.8			6.4		0.9						

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	110	716	210	318	675	166	117	197	173	159	597	286
Future Volume (veh/h)	110	716	210	318	675	166	117	197	173	159	597	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	120	778	228	346	734	180	127	214	188	173	649	311
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	243	842	370	401	1010	450	150	1048	468	588	1366	609
Arrive On Green	0.07	0.24	0.24	0.12	0.28	0.28	0.09	0.31	0.31	0.17	0.39	0.39
Sat Flow, veh/h	3428	3526	1548	3456	3554	1585	1711	3413	1522	3374	3469	1546
Grp Volume(v), veh/h	120	778	228	346	734	180	127	214	188	173	649	311
Grp Sat Flow(s),veh/h/ln	1714	1763	1548	1728	1777	1585	1711	1706	1522	1687	1735	1546
Q Serve(g_s), s	4.7	30.2	18.4	13.8	26.1	12.8	10.2	6.5	13.7	6.2	19.5	21.4
Cycle Q Clear(g_c), s	4.7	30.2	18.4	13.8	26.1	12.8	10.2	6.5	13.7	6.2	19.5	21.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	842	370	401	1010	450	150	1048	468	588	1366	609
V/C Ratio(X)	0.49	0.92	0.62	0.86	0.73	0.40	0.85	0.20	0.40	0.29	0.48	0.51
Avail Cap(c_a), veh/h	598	856	376	602	1010	450	298	1048	468	588	1366	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	0.79	0.79	0.79
Uniform Delay (d), s/veh	62.6	52.0	47.5	60.8	45.2	40.5	62.9	35.8	38.3	50.3	31.6	32.2
Incr Delay (d2), s/veh	0.6	15.6	3.6	5.6	2.9	0.8	4.9	0.4	2.5	1.0	0.9	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	15.2	7.5	6.4	12.0	5.2	4.7	2.8	5.5	2.7	8.4	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	67.6	51.1	66.4	48.1	41.3	67.8	36.3	40.8	51.3	32.6	34.6
LnGrp LOS	E	E	D	E	D	D	E	D	D	D	C	C
Approach Vol, veh/h		1126			1260			529			1133	
Approach Delay, s/veh		63.8			52.2			45.5			36.0	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	60.8	15.5	45.8	30.0	48.7	21.8	39.5				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0				
Max Q Clear Time (g_c+1/2), s	11.2	23.4	6.7	28.1	8.2	15.7	15.8	32.2				
Green Ext Time (p_c), s	0.1	8.0	0.2	3.5	0.3	3.7	0.5	1.3				
Intersection Summary												
HCM 6th Ctrl Delay											50.0	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	400	358	37	471	233	161	467	21	115	852	136
Future Volume (veh/h)	71	400	358	37	471	233	161	467	21	115	852	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	77	435	389	40	512	253	175	508	23	125	926	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	141	589	499	108	558	472	194	1239	539	155	1168	507
Arrive On Green	0.08	0.31	0.31	0.06	0.30	0.30	0.11	0.35	0.35	0.09	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	1795	1885	1596	1767	3526	1533	1781	3554	1543
Grp Volume(v), veh/h	77	435	389	40	512	253	175	508	23	125	926	148
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1795	1885	1596	1767	1763	1533	1781	1777	1543
Q Serve(g_s), s	4.2	20.8	22.3	2.1	26.3	13.3	9.8	10.9	1.0	6.9	23.7	7.1
Cycle Q Clear(g_c), s	4.2	20.8	22.3	2.1	26.3	13.3	9.8	10.9	1.0	6.9	23.7	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	589	499	108	558	472	194	1239	539	155	1168	507
V/C Ratio(X)	0.54	0.74	0.78	0.37	0.92	0.54	0.90	0.41	0.04	0.80	0.79	0.29
Avail Cap(c_a), veh/h	160	589	499	162	579	490	194	1239	539	178	1168	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	30.6	31.1	45.2	34.0	29.5	44.0	24.6	21.3	44.8	30.5	24.9
Incr Delay (d2), s/veh	1.2	5.4	8.3	0.8	19.8	1.5	34.9	0.9	0.1	17.9	5.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9	10.0	9.5	1.0	14.8	5.2	6.1	4.6	0.4	3.8	10.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	35.9	39.4	45.9	53.8	31.0	78.9	25.5	21.5	62.7	36.0	26.4
LnGrp LOS	D	D	D	D	D	C	E	C	C	E	D	C
Approach Vol, veh/h		901			805			706			1199	
Approach Delay, s/veh		38.2			46.3			38.6			37.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	38.2	11.9	34.9	12.7	40.5	10.0	36.8				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	30.7	9.0	30.7	10.0	31.7	9.0	30.7					
Max Q Clear Time (g_c+ll), s	25.7	6.2	28.3	8.9	12.9	4.1	24.3					
Green Ext Time (p_c), s	0.0	3.5	0.0	1.3	0.0	4.8	0.0	3.2				
Intersection Summary												
HCM 6th Ctrl Delay											39.9	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	292	193	46	419	109	279	523	91	162	1132	63
Future Volume (veh/h)	16	292	193	46	419	109	279	523	91	162	1132	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	17	317	210	50	455	118	303	568	99	176	1230	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	62	435	368	117	502	426	283	1280	222	202	1311	72
Arrive On Green	0.04	0.24	0.24	0.07	0.27	0.27	0.16	0.43	0.43	0.11	0.38	0.38
Sat Flow, veh/h	1739	1826	1545	1781	1870	1585	1767	2992	520	1795	3446	190
Grp Volume(v), veh/h	17	317	210	50	455	118	303	334	333	176	638	660
Grp Sat Flow(s),veh/h/ln	1739	1826	1545	1781	1870	1585	1767	1763	1749	1795	1791	1846
Q Serve(g_s), s	1.2	20.0	15.0	3.4	29.4	7.4	20.0	16.7	16.8	12.1	42.9	43.1
Cycle Q Clear(g_c), s	1.2	20.0	15.0	3.4	29.4	7.4	20.0	16.7	16.8	12.1	42.9	43.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.10
Lane Grp Cap(c), veh/h	62	435	368	117	502	426	283	754	748	202	681	702
V/C Ratio(X)	0.27	0.73	0.57	0.43	0.91	0.28	1.07	0.44	0.45	0.87	0.94	0.94
Avail Cap(c_a), veh/h	153	574	486	157	588	498	283	754	748	230	681	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	58.7	43.9	42.0	56.1	44.2	36.1	52.5	25.2	25.3	54.6	37.3	37.3
Incr Delay (d2), s/veh	0.9	2.6	0.9	0.9	16.3	0.4	73.8	1.9	1.9	17.6	16.6	16.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.4	5.8	1.5	15.8	2.9	14.6	7.4	7.4	6.4	21.6	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	46.4	42.9	57.0	60.4	36.5	126.3	27.1	27.2	72.1	53.9	53.8
LnGrp LOS	E	D	D	E	E	D	F	C	C	E	D	D
Approach Vol, veh/h		544			623			970			1474	
Approach Delay, s/veh		45.5			55.6			58.1			56.0	
Approach LOS		D			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	53.3	8.5	39.3	18.1	59.2	12.2	35.5				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	20.0	35.3	11.0	39.3	16.0	39.3	11.0	39.3				
Max Q Clear Time (g_c+20.0), s	20.0	45.1	3.2	31.4	14.1	18.8	5.4	22.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	4.7	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	↔↔
Traffic Volume (veh/h)	410	936	364	196	1112	186	380	454	158	206	479	721
Future Volume (veh/h)	410	936	364	196	1112	186	380	454	158	206	479	721
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	441	1006	391	211	1196	200	409	488	170	222	515	775
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	583	1886	864	345	1504	467	611	1100	369	375	1148	1105
Arrive On Green	0.34	0.74	0.74	0.10	0.29	0.29	0.18	0.29	0.29	0.11	0.22	0.22
Sat Flow, veh/h	3428	5066	1572	3456	5106	1585	3456	3763	1263	3483	5147	2812
Grp Volume(v), veh/h	441	1006	391	211	1196	200	409	440	218	222	515	775
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1585	1728	1702	1622	1742	1716	1406
Q Serve(g_s), s	14.9	10.9	3.6	7.6	28.0	13.2	14.4	13.6	14.3	7.9	11.2	7.9
Cycle Q Clear(g_c), s	14.9	10.9	3.6	7.6	28.0	13.2	14.4	13.6	14.3	7.9	11.2	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	583	1886	864	345	1504	467	611	995	474	375	1148	1105
V/C Ratio(X)	0.76	0.53	0.45	0.61	0.80	0.43	0.67	0.44	0.46	0.59	0.45	0.70
Avail Cap(c_a), veh/h	583	1886	864	346	1504	467	611	995	474	375	1148	1105
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	11.8	2.7	56.1	42.2	37.0	50.0	37.4	37.6	55.3	43.6	33.1
Incr Delay (d2), s/veh	4.3	0.9	1.4	2.3	4.4	2.9	2.3	1.4	3.2	1.7	1.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	3.1	1.5	3.4	12.4	5.5	6.4	5.9	6.1	3.6	4.9	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	12.7	4.1	58.4	46.7	39.9	52.2	38.8	40.8	57.0	44.9	36.8
LnGrp LOS	D	B	A	E	D	D	D	D	D	E	D	D
Approach Vol, veh/h		1838			1607			1067			1512	
Approach Delay, s/veh		18.6			47.4			44.4			42.5	
Approach LOS		B			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.1	44.3	19.0	43.7	18.0	54.4	28.0	34.7				
Change Period (Y+Rc), s	6.0	* 6	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	10.0	* 38	14.0	38.0	13.0	43.3	23.0	29.0				
Max Q Clear Time (g_c+1/3), s	10.0	30.0	9.9	16.3	9.6	12.9	16.4	13.2				
Green Ext Time (p_c), s	0.1	4.8	0.2	2.8	0.1	10.5	0.5	7.1				

Intersection Summary

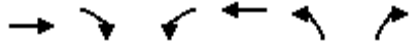
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 16: Baron Avenue & Behymer Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Volume (veh/h)	261	166	19	541	225	22
Future Volume (veh/h)	261	166	19	541	225	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1900	1900
Adj Flow Rate, veh/h	284	180	21	588	245	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	4	4	0	0
Cap, veh/h	306	194	23	647	288	28
Arrive On Green	0.29	0.29	0.36	0.36	0.18	0.18
Sat Flow, veh/h	1062	673	63	1774	1624	159
Grp Volume(v), veh/h	0	464	609	0	270	0
Grp Sat Flow(s),veh/h/ln	0	1734	1838	0	1790	0
Q Serve(g_s), s	0.0	20.6	25.0	0.0	11.6	0.0
Cycle Q Clear(g_c), s	0.0	20.6	25.0	0.0	11.6	0.0
Prop In Lane		0.39	0.03		0.91	0.09
Lane Grp Cap(c), veh/h	0	500	670	0	317	0
V/C Ratio(X)	0.00	0.93	0.91	0.00	0.85	0.00
Avail Cap(c_a), veh/h	0	513	752	0	462	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	27.4	24.0	0.0	31.7	0.0
Incr Delay (d2), s/veh	0.0	22.9	14.1	0.0	9.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.3	12.8	0.0	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	50.4	38.1	0.0	41.6	0.0
LnGrp LOS	A	D	D	A	D	A
Approach Vol, veh/h	464			609	270	
Approach Delay, s/veh	50.4			38.1	41.6	
Approach LOS	D			D	D	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		18.6		27.4		33.4
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		20.5		23.5		32.5
Max Q Clear Time (g_c+1), s		13.6		22.6		27.0
Green Ext Time (p_c), s		0.5		0.3		1.9

Intersection Summary

HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 18: Sunnyside Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	774	204	69	750	99	115	86	51	332	441	479
Future Volume (veh/h)	222	774	204	69	750	99	115	86	51	332	441	479
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	227	790	208	70	765	101	117	88	52	339	450	489
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	1	1	1	0	0	0	0	0	0
Cap, veh/h	255	1190	531	132	955	746	152	224	132	362	600	741
Arrive On Green	0.14	0.34	0.34	0.07	0.27	0.27	0.08	0.20	0.20	0.20	0.32	0.32
Sat Flow, veh/h	1767	3526	1572	1795	3582	1598	1810	1119	661	1810	1900	1610
Grp Volume(v), veh/h	227	790	208	70	765	101	117	0	140	339	450	489
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1795	1791	1598	1810	0	1781	1810	1900	1610
Q Serve(g_s), s	11.3	17.2	9.1	3.4	17.9	3.2	5.7	0.0	6.1	16.6	19.1	21.2
Cycle Q Clear(g_c), s	11.3	17.2	9.1	3.4	17.9	3.2	5.7	0.0	6.1	16.6	19.1	21.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	255	1190	531	132	955	746	152	0	356	362	600	741
V/C Ratio(X)	0.89	0.66	0.39	0.53	0.80	0.14	0.77	0.00	0.39	0.94	0.75	0.66
Avail Cap(c_a), veh/h	255	1190	531	160	955	746	161	0	356	362	600	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	25.4	22.7	40.2	30.8	13.7	40.4	0.0	31.3	35.4	27.6	18.8
Incr Delay (d2), s/veh	29.4	2.9	2.2	3.3	7.0	0.4	19.0	0.0	3.2	31.5	8.4	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	7.5	3.6	1.6	8.4	1.2	3.3	0.0	2.9	10.3	9.8	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	28.4	24.9	43.5	37.8	14.0	59.4	0.0	34.5	66.9	36.0	23.4
LnGrp LOS	E	C	C	D	D	B	E	A	C	E	D	C
Approach Vol, veh/h		1225			936			257			1278	
Approach Delay, s/veh		35.0			35.7			45.8			39.4	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	34.9	11.6	32.9	17.0	28.5	22.0	22.5				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	8.0	29.0	8.0	28.0	13.0	24.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	5.4	19.2	7.7	23.2	13.3	19.9	18.6	8.1				
Green Ext Time (p_c), s	0.0	4.3	0.0	2.1	0.0	2.0	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - AM Pk Hour



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	703	329	75	469	386	217	100	40	342	518	32
Future Volume (veh/h)	53	703	329	75	469	386	217	100	40	342	518	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	55	732	343	78	489	402	226	104	42	356	540	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	118	1055	470	136	573	486	178	347	294	390	529	32
Arrive On Green	0.07	0.30	0.30	0.08	0.31	0.31	0.10	0.19	0.19	0.22	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	1870	1585	1753	1717	105
Grp Volume(v), veh/h	55	732	343	78	489	402	226	104	42	356	0	573
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1870	1585	1753	0	1822
Q Serve(g_s), s	2.7	16.4	17.5	3.8	22.1	21.2	9.0	4.3	2.0	17.8	0.0	27.7
Cycle Q Clear(g_c), s	2.7	16.4	17.5	3.8	22.1	21.2	9.0	4.3	2.0	17.8	0.0	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	118	1055	470	136	573	486	178	347	294	390	0	561
V/C Ratio(X)	0.46	0.69	0.73	0.57	0.85	0.83	1.27	0.30	0.14	0.91	0.00	1.02
Avail Cap(c_a), veh/h	158	1185	528	158	623	528	178	347	294	448	0	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.5	28.0	28.4	40.2	29.3	29.0	40.5	31.6	30.7	34.1	0.0	31.1
Incr Delay (d2), s/veh	1.1	2.1	5.7	1.4	11.5	11.1	157.6	2.2	1.0	19.9	0.0	43.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.1	7.2	1.7	11.4	9.3	11.7	2.1	0.8	9.5	0.0	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	30.1	34.1	41.6	40.8	40.1	198.1	33.8	31.7	54.0	0.0	74.5
LnGrp LOS	D	C	C	D	D	D	F	C	C	D	A	F
Approach Vol, veh/h		1130			969			372			929	
Approach Delay, s/veh		31.9			40.6			133.4			66.6	
Approach LOS		C			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	33.4	10.0	33.6	24.0	22.4	10.9	32.7				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	23.3	23.3	8.0	30.0	23.0	9.3	8.0	30.0				
Max Q Clear Time (g_c+ll), s	29.7	29.7	4.7	24.1	19.8	6.3	5.8	19.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.5	0.2	0.2	0.0	6.6				

Intersection Summary

HCM 6th Ctrl Delay	55.0
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	125	196	17	103	56	176	626	73	67	490	12
Future Volume (veh/h)	9	125	196	17	103	56	176	626	73	67	490	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	10	136	213	18	112	61	191	680	79	73	533	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	33	316	267	52	327	277	242	2140	954	100	2943	913
Arrive On Green	0.02	0.17	0.17	0.03	0.17	0.17	0.09	0.79	0.79	0.06	0.57	0.57
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3510	3610	1610	1795	5147	1598
Grp Volume(v), veh/h	10	136	213	18	112	61	191	680	79	73	533	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1755	1805	1610	1795	1716	1598
Q Serve(g_s), s	0.7	8.8	17.4	1.3	7.1	4.5	7.2	7.2	1.5	5.4	6.7	0.5
Cycle Q Clear(g_c), s	0.7	8.8	17.4	1.3	7.1	4.5	7.2	7.2	1.5	5.4	6.7	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	316	267	52	327	277	242	2140	954	100	2943	913
V/C Ratio(X)	0.30	0.43	0.80	0.35	0.34	0.22	0.79	0.32	0.08	0.73	0.18	0.01
Avail Cap(c_a), veh/h	203	612	519	211	612	519	356	2140	954	196	2943	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	50.3	53.9	64.3	48.9	47.8	60.3	6.6	6.0	62.8	13.8	12.5
Incr Delay (d2), s/veh	1.9	2.2	11.9	1.5	1.1	0.7	3.8	0.4	0.2	3.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.3	7.8	0.6	3.4	1.8	3.2	2.4	0.6	2.5	2.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	52.5	65.8	65.8	49.9	48.5	64.1	7.0	6.1	66.6	13.9	12.5
LnGrp LOS	E	D	E	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		359			191			950			619	
Approach Delay, s/veh		60.8			51.0			18.4			20.1	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	82.9	7.1	29.4	12.8	85.7	7.9	28.6				
Change Period (Y+Rc), s	6.3	5.7	4.6	5.8	5.3	5.7	4.0	5.8				
Max Green Setting (Gmax), s	13.7	39.3	15.4	44.2	14.7	39.3	16.0	44.2				
Max Q Clear Time (g_c+I1), s	9.2	8.7	2.7	9.1	7.4	9.2	3.3	19.4				
Green Ext Time (p_c), s	0.1	8.1	0.0	1.5	0.0	11.4	0.0	3.4				
Intersection Summary												
HCM 6th Ctrl Delay			29.0									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	265	719	387	357	621	318	293	1451	495	344	1051	207
Future Volume (veh/h)	265	719	387	357	621	318	293	1451	495	344	1051	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	282	765	412	380	661	338	312	1544	527	366	1118	220
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	332	971	599	416	1088	485	362	1702	719	389	1733	530
Arrive On Green	0.09	0.27	0.27	0.12	0.30	0.30	0.10	0.33	0.33	0.11	0.34	0.34
Sat Flow, veh/h	3510	3610	1610	3510	3610	1609	3510	5187	1609	3483	5147	1575
Grp Volume(v), veh/h	282	765	412	380	661	338	312	1544	527	366	1118	220
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1609	1755	1729	1609	1742	1716	1575
Q Serve(g_s), s	11.5	28.5	31.3	15.5	22.7	26.9	12.7	41.3	39.1	15.1	26.7	15.6
Cycle Q Clear(g_c), s	11.5	28.5	31.3	15.5	22.7	26.9	12.7	41.3	39.1	15.1	26.7	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	971	599	416	1088	485	362	1702	719	389	1733	530
V/C Ratio(X)	0.85	0.79	0.69	0.91	0.61	0.70	0.86	0.91	0.73	0.94	0.65	0.41
Avail Cap(c_a), veh/h	438	1021	621	416	1088	485	477	1702	719	389	1733	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	64.6	49.1	38.4	63.2	43.3	44.8	64.0	46.6	33.0	63.9	40.7	37.1
Incr Delay (d2), s/veh	9.3	4.9	4.3	23.6	1.1	4.7	9.7	8.6	6.5	28.8	1.7	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	13.3	12.9	8.1	10.0	11.2	6.0	18.4	16.1	8.1	11.2	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	54.1	42.7	86.8	44.4	49.5	73.7	55.2	39.5	92.8	42.5	39.3
LnGrp LOS	E	D	D	F	D	D	E	E	D	F	D	D
Approach Vol, veh/h		1459			1379			2383			1704	
Approach Delay, s/veh		54.7			57.4			54.1			52.9	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.3	54.5	19.3	49.9	22.5	53.3	24.0	45.2				
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2				
Max Green Setting (Gmax), s	19.7	42.1	18.1	41.3	16.2	45.6	17.2	41.0				
Max Q Clear Time (g_c+1/4), s	14.7	28.7	13.5	28.9	17.1	43.3	17.5	33.3				
Green Ext Time (p_c), s	0.3	10.5	0.2	5.5	0.0	2.3	0.0	5.7				

Intersection Summary

HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 4: Minnewawa Avenue & International Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	70	2	158	0	2	0	176	258	37	0	275	30
Future Volume (veh/h)	70	2	158	0	2	0	176	258	37	0	275	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	76	2	172	0	2	0	191	280	40	0	299	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	1	1	1
Cap, veh/h	132	18	202	0	348	0	234	1131	162	2	858	95
Arrive On Green	0.19	0.19	0.19	0.00	0.19	0.00	0.13	0.70	0.70	0.00	0.51	0.51
Sat Flow, veh/h	393	99	1086	0	1870	0	1795	1613	230	1795	1668	184
Grp Volume(v), veh/h	250	0	0	0	2	0	191	0	320	0	0	332
Grp Sat Flow(s),veh/h/ln	1578	0	0	0	1870	0	1795	0	1844	1795	0	1852
Q Serve(g_s), s	9.7	0.0	0.0	0.0	0.1	0.0	8.3	0.0	5.0	0.0	0.0	8.5
Cycle Q Clear(g_c), s	12.2	0.0	0.0	0.0	0.1	0.0	8.3	0.0	5.0	0.0	0.0	8.5
Prop In Lane	0.30		0.69	0.00		0.00	1.00		0.13	1.00		0.10
Lane Grp Cap(c), veh/h	352	0	0	0	348	0	234	0	1293	2	0	953
V/C Ratio(X)	0.71	0.00	0.00	0.00	0.01	0.00	0.81	0.00	0.25	0.00	0.00	0.35
Avail Cap(c_a), veh/h	461	0	0	0	479	0	415	0	1293	112	0	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.69	0.00	0.69	0.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	0.0	0.0	26.5	0.0	33.8	0.0	4.3	0.0	0.0	11.5
Incr Delay (d2), s/veh	3.4	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.3	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	0.0	0.0	0.0	3.8	0.0	1.6	0.0	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	0.0	0.0	26.5	0.0	38.6	0.0	4.6	0.0	0.0	12.5
LnGrp LOS	C	A	A	A	C	A	D	A	A	A	A	B
Approach Vol, veh/h		250			2			511				332
Approach Delay, s/veh		34.8			26.5			17.3				12.5
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	60.6		19.4	14.9	45.7		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	41.0		20.5	18.5	27.5		20.5				
Max Q Clear Time (g_c+1), s	10.0	7.0		14.2	10.3	10.5		2.1				
Green Ext Time (p_c), s	0.0	2.1		0.7	0.3	1.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	374	101	18	218	160	149	430	28	203	254	3
Future Volume (veh/h)	7	374	101	18	218	160	149	430	28	203	254	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	8	407	110	20	237	174	162	467	30	221	276	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	326	441	119	150	586	496	203	570	37	254	658	7
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.32	0.32	0.14	0.35	0.35
Sat Flow, veh/h	983	1429	386	898	1900	1610	1795	1752	113	1795	1861	20
Grp Volume(v), veh/h	8	0	517	20	237	174	162	0	497	221	0	279
Grp Sat Flow(s),veh/h/ln	983	0	1816	898	1900	1610	1795	0	1865	1795	0	1882
Q Serve(g_s), s	0.4	0.0	16.5	1.3	5.9	5.0	5.3	0.0	14.7	7.2	0.0	6.8
Cycle Q Clear(g_c), s	6.3	0.0	16.5	17.8	5.9	5.0	5.3	0.0	14.7	7.2	0.0	6.8
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	326	0	560	150	586	496	203	0	606	254	0	665
V/C Ratio(X)	0.02	0.00	0.92	0.13	0.40	0.35	0.80	0.00	0.82	0.87	0.00	0.42
Avail Cap(c_a), veh/h	326	0	560	150	586	496	224	0	606	254	0	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.00	0.89	0.77	0.77	0.77	1.00	0.00	1.00	0.95	0.00	0.95
Uniform Delay (d), s/veh	18.9	0.0	20.1	28.7	16.4	16.1	25.9	0.0	18.6	25.2	0.0	14.7
Incr Delay (d2), s/veh	0.0	0.0	19.4	0.3	0.3	0.3	16.5	0.0	11.8	24.9	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	9.3	0.3	2.4	1.7	3.1	0.0	7.6	4.6	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	39.5	29.0	16.7	16.4	42.5	0.0	30.4	50.1	0.0	16.6
LnGrp LOS	B	A	D	C	B	B	D	A	C	D	A	B
Approach Vol, veh/h		525		431		659		500				
Approach Delay, s/veh		39.2		17.2		33.4		31.4				
Approach LOS		D		B		C		C				
Timer - Assigned Phs	1	2	4	5	6	8						
Phs Duration (G+Y+Rc), s	13.0	24.0	23.0	11.3	25.7	23.0						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	19.5	19.5	18.5	7.5	20.5	18.5						
Max Q Clear Time (g_c+1), s	19.2	16.7	18.5	7.3	8.8	19.8						
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	1.2	0.0						

Intersection Summary

HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1022	218	108	907	211	313	681	154	159	504	108
Future Volume (veh/h)	144	1022	218	108	907	211	313	681	154	159	504	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	155	1099	234	116	975	227	337	732	166	171	542	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	161	1307	892	138	983	228	347	2799	1249	194	2494	1113
Arrive On Green	0.09	0.36	0.36	0.08	0.34	0.34	0.19	0.78	0.78	0.11	0.70	0.70
Sat Flow, veh/h	1795	3582	1598	1810	2908	676	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	155	1099	234	116	604	598	337	732	166	171	542	116
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1805	1778	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	12.5	40.8	11.0	9.2	48.3	48.6	27.0	8.1	3.7	13.6	7.8	6.8
Cycle Q Clear(g_c), s	12.5	40.8	11.0	9.2	48.3	48.6	27.0	8.1	3.7	13.6	7.8	6.8
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	1307	892	138	610	601	347	2799	1249	194	2494	1113
V/C Ratio(X)	0.96	0.84	0.26	0.84	0.99	0.99	0.97	0.26	0.13	0.88	0.22	0.10
Avail Cap(c_a), veh/h	161	1307	892	150	610	601	347	2799	1249	223	2494	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.8	42.2	16.6	66.1	47.8	47.9	58.1	4.3	3.9	63.8	7.9	28.1
Incr Delay (d2), s/veh	59.4	5.3	0.2	28.5	34.1	35.2	40.5	0.2	0.2	26.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	18.2	3.9	5.2	26.5	26.5	15.9	2.5	1.0	7.7	3.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.1	47.5	16.8	94.6	81.8	83.1	98.7	4.6	4.1	90.3	8.1	28.3
LnGrp LOS	F	D	B	F	F	F	F	A	A	F	A	C
Approach Vol, veh/h		1488			1318			1235			829	
Approach Delay, s/veh		50.8			83.5			30.2			27.9	
Approach LOS		D			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.0	109.0	19.0	55.0	19.7	121.3	15.1	58.9				
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	28.0	35.0	13.0	* 49	18.0	45.0	12.0	50.0				
Max Q Clear Time (g_c+29.0), s	29.0	9.8	14.5	50.6	15.6	10.1	11.2	42.8				
Green Ext Time (p_c), s	0.0	6.0	0.0	0.0	0.1	6.3	0.0	5.2				

Intersection Summary

HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 7: Clovis Avenue & Behymer Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	360	80	46	243	112	178	522	139	176	384	10
Future Volume (veh/h)	11	360	80	46	243	112	178	522	139	176	384	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	391	87	50	264	122	193	567	151	191	417	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	433	367	68	481	407	226	632	168	210	788	21
Arrive On Green	0.01	0.23	0.23	0.04	0.25	0.25	0.13	0.44	0.44	0.12	0.43	0.43
Sat Flow, veh/h	1795	1885	1598	1810	1900	1610	1810	1446	385	1810	1843	49
Grp Volume(v), veh/h	12	391	87	50	264	122	193	0	718	191	0	428
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1810	1900	1610	1810	0	1831	1810	0	1891
Q Serve(g_s), s	0.7	20.2	4.4	2.7	12.1	6.1	10.4	0.0	36.3	10.4	0.0	16.7
Cycle Q Clear(g_c), s	0.7	20.2	4.4	2.7	12.1	6.1	10.4	0.0	36.3	10.4	0.0	16.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.03
Lane Grp Cap(c), veh/h	25	433	367	68	481	407	226	0	800	210	0	809
V/C Ratio(X)	0.47	0.90	0.24	0.74	0.55	0.30	0.85	0.00	0.90	0.91	0.00	0.53
Avail Cap(c_a), veh/h	90	481	407	92	486	412	266	0	800	210	0	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.9	37.4	31.4	47.6	32.4	30.2	42.8	0.0	26.1	43.7	0.0	21.2
Incr Delay (d2), s/veh	4.3	7.5	0.1	15.0	1.0	0.3	20.2	0.0	14.9	38.3	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.7	1.7	1.5	5.6	0.0	5.9	0.0	18.4	6.9	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	45.0	31.5	62.6	33.5	30.5	63.0	0.0	41.0	82.0	0.0	23.6
LnGrp LOS	D	D	C	E	C	C	E	A	D	F	A	C
Approach Vol, veh/h		490			436			911			619	
Approach Delay, s/veh		42.8			36.0			45.7			41.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	48.2	8.3	27.5	17.0	47.3	5.9	29.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.6	39.8	5.1	25.5	14.7	36.7	5.0	25.6				
Max Q Clear Time (g_c+1/2I), s	11.2	38.3	4.7	22.2	12.4	18.7	2.7	14.1				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.8	0.1	2.5	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
8: Clovis Avenue & Baron Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗	↻		↑	↗	↘	↗↗	
Traffic Volume (veh/h)	0	0	0	296	0	9	32	0	947	416	61	526	0
Future Volume (veh/h)	0	0	0	296	0	9	32	0	947	416	61	526	0
Initial Q (Qb), veh				0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00		1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No	
Adj Sat Flow, veh/h/ln				1900	0	1900		0	1870	1870	1900	1900	0
Adj Flow Rate, veh/h				322	0	10		0	1029	452	66	572	0
Peak Hour Factor				0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0		0	2	2	0	0	0
Cap, veh/h				356	0	317		0	1134	961	85	2539	0
Arrive On Green				0.20	0.00	0.20		0.00	0.61	0.61	0.05	0.70	0.00
Sat Flow, veh/h				1810	0	1610		0	1870	1585	1810	3705	0
Grp Volume(v), veh/h				322	0	10		0	1029	452	66	572	0
Grp Sat Flow(s),veh/h/ln				1810	0	1610		0	1870	1585	1810	1805	0
Q Serve(g_s), s				15.7	0.0	0.5		0.0	43.3	14.1	3.2	5.0	0.0
Cycle Q Clear(g_c), s				15.7	0.0	0.5		0.0	43.3	14.1	3.2	5.0	0.0
Prop In Lane				1.00		1.00		0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				356	0	317		0	1134	961	85	2539	0
V/C Ratio(X)				0.91	0.00	0.03		0.00	0.91	0.47	0.77	0.23	0.00
Avail Cap(c_a), veh/h				362	0	322		0	1134	961	101	2539	0
HCM Platoon Ratio				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00		0.00	0.81	0.81	1.00	1.00	0.00
Uniform Delay (d), s/veh				35.3	0.0	29.2		0.0	15.5	9.8	42.4	4.7	0.0
Incr Delay (d2), s/veh				25.2	0.0	0.0		0.0	10.1	1.3	26.5	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.2	0.0	0.2		0.0	19.1	4.7	2.1	1.6	0.0
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh				60.5	0.0	29.3		0.0	25.6	11.1	68.9	4.9	0.0
LnGrp LOS				E	A	C		A	C	B	E	A	A
Approach Vol, veh/h				332					1481			638	
Approach Delay, s/veh				59.5					21.2			11.5	
Approach LOS				E					C			B	
Timer - Assigned Phs	1	2			6		8						
Phs Duration (G+Y+Rc), s	8.7	59.1			67.8		22.2						
Change Period (Y+Rc), s	4.5	4.5			4.5		4.5						
Max Green Setting (Gmax), s	5.0	53.5			52.6		18.0						
Max Q Clear Time (g_c+1/2), s	1.2	45.3			7.0		17.7						
Green Ext Time (p_c), s	0.0	5.6			4.5		0.0						

Intersection Summary

HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	191	899	163	287	914	147	222	676	366	136	273	161
Future Volume (veh/h)	191	899	163	287	914	147	222	676	366	136	273	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	946	172	302	962	155	234	712	385	143	287	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	1016	452	317	1037	463	242	1226	547	305	1057	471
Arrive On Green	0.09	0.28	0.28	0.09	0.29	0.29	0.13	0.34	0.34	0.09	0.29	0.29
Sat Flow, veh/h	3483	3582	1594	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	201	946	172	302	962	155	234	712	385	143	287	169
Grp Sat Flow(s),veh/h/ln	1742	1791	1594	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	6.4	29.6	10.0	9.8	29.8	8.7	14.8	18.7	23.9	4.5	7.0	9.5
Cycle Q Clear(g_c), s	6.4	29.6	10.0	9.8	29.8	8.7	14.8	18.7	23.9	4.5	7.0	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	1016	452	317	1037	463	242	1226	547	305	1057	471
V/C Ratio(X)	0.66	0.93	0.38	0.95	0.93	0.33	0.97	0.58	0.70	0.47	0.27	0.36
Avail Cap(c_a), veh/h	303	1028	457	317	1048	468	242	1226	547	305	1057	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.87	0.87	0.87
Uniform Delay (d), s/veh	50.9	40.1	33.1	52.0	39.8	32.3	49.5	31.2	32.9	50.0	31.2	32.1
Incr Delay (d2), s/veh	4.4	14.5	0.8	37.3	13.8	0.6	43.6	1.7	6.3	4.4	0.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	14.3	3.8	5.8	14.4	3.3	9.4	8.1	9.7	2.1	3.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	54.6	33.8	89.4	53.6	32.9	93.1	32.9	39.3	54.4	31.8	34.0
LnGrp LOS	E	D	C	F	D	C	F	C	D	D	C	C
Approach Vol, veh/h		1319			1419			1331			599	
Approach Delay, s/veh		52.0			59.0			45.4			37.8	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	39.4	15.6	39.0	15.6	44.8	16.0	38.6				
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0				
Max Green Setting (Gmax), s	15.4	33.3	10.0	33.4	10.0	38.7	10.4	33.0				
Max Q Clear Time (g_c+1/3), s	11.0	11.5	8.4	31.8	6.5	25.9	11.8	31.6				
Green Ext Time (p_c), s	0.0	6.2	0.1	1.2	0.1	8.0	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay											50.4	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	594	413	33	471	351	328	915	48	110	584	50
Future Volume (veh/h)	101	594	413	33	471	351	328	915	48	110	584	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	107	632	439	35	501	373	349	973	51	117	621	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	132	629	533	93	584	494	344	1374	598	143	978	424
Arrive On Green	0.07	0.33	0.33	0.05	0.31	0.31	0.19	0.38	0.38	0.08	0.27	0.27
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1558	1810	3610	1566
Grp Volume(v), veh/h	107	632	439	35	501	373	349	973	51	117	621	53
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1558	1810	1805	1566
Q Serve(g_s), s	7.0	39.7	30.1	2.3	30.0	25.3	23.0	27.6	2.5	7.6	18.2	3.1
Cycle Q Clear(g_c), s	7.0	39.7	30.1	2.3	30.0	25.3	23.0	27.6	2.5	7.6	18.2	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	629	533	93	584	494	344	1374	598	143	978	424
V/C Ratio(X)	0.81	1.01	0.82	0.38	0.86	0.75	1.01	0.71	0.09	0.82	0.64	0.12
Avail Cap(c_a), veh/h	151	629	533	135	608	515	344	1374	598	166	978	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.31	0.31	0.31	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	40.2	36.9	55.0	39.0	37.3	48.5	31.3	23.6	54.4	38.5	33.0
Incr Delay (d2), s/veh	21.7	37.2	10.7	0.9	12.0	6.6	30.6	1.0	0.1	20.9	3.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	24.1	12.9	1.0	15.2	10.4	12.9	11.5	0.9	4.3	8.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	77.4	47.6	56.0	50.9	43.9	79.1	32.3	23.7	75.3	41.7	33.6
LnGrp LOS	E	F	D	E	D	D	F	C	C	E	D	C
Approach Vol, veh/h	1178			909			1373			791		
Approach Delay, s/veh	66.2			48.3			43.8			46.1		
Approach LOS	E			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.0	37.8	12.7	42.4	13.5	51.3	10.2	45.0				
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3				
Max Green Setting (Gmax), s	29.7	29.7	10.0	38.7	11.0	41.7	9.0	39.7				
Max Q Clear Time (g_c+Y+Rc), s	20.2	20.2	9.0	32.0	9.6	29.6	4.3	41.7				
Green Ext Time (p_c), s	0.0	4.0	0.0	3.3	0.0	6.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	404	185	38	338	122	261	1212	90	125	880	32
Future Volume (veh/h)	23	404	185	38	338	122	261	1212	90	125	880	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	439	201	41	367	133	284	1317	98	136	957	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	83	482	408	109	509	432	304	1473	109	172	1278	47
Arrive On Green	0.05	0.26	0.26	0.06	0.27	0.27	0.17	0.43	0.43	0.10	0.36	0.36
Sat Flow, veh/h	1795	1885	1596	1795	1885	1598	1810	3401	252	1810	3548	130
Grp Volume(v), veh/h	25	439	201	41	367	133	284	697	718	136	487	505
Grp Sat Flow(s),veh/h/ln	1795	1885	1596	1795	1885	1598	1810	1805	1848	1810	1805	1873
Q Serve(g_s), s	1.7	28.2	13.4	2.7	22.1	8.3	19.4	44.6	45.0	9.2	29.5	29.5
Cycle Q Clear(g_c), s	1.7	28.2	13.4	2.7	22.1	8.3	19.4	44.6	45.0	9.2	29.5	29.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.07
Lane Grp Cap(c), veh/h	83	482	408	109	509	432	304	782	800	172	650	675
V/C Ratio(X)	0.30	0.91	0.49	0.38	0.72	0.31	0.93	0.89	0.90	0.79	0.75	0.75
Avail Cap(c_a), veh/h	172	593	502	172	593	502	304	782	800	232	650	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	57.6	45.1	39.6	56.4	41.3	36.3	51.3	32.7	32.8	55.3	35.0	35.0
Incr Delay (d2), s/veh	0.7	15.3	0.6	0.8	3.7	0.4	34.3	14.6	14.8	6.5	5.8	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	14.8	5.2	1.2	10.5	3.2	11.4	21.5	22.2	4.4	13.5	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	60.4	40.2	57.2	45.0	36.7	85.6	47.3	47.7	61.9	40.8	40.6
LnGrp LOS	E	E	D	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		665			541			1699			1128	
Approach Delay, s/veh		54.2			43.9			53.9			43.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	50.7	9.8	39.5	15.9	59.8	11.6	37.7				
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7				
Max Green Setting (Gmax), s	21.0	33.3	12.0	39.3	16.0	38.3	12.0	39.3				
Max Q Clear Time (g_c+Y), s	21.4	31.5	3.7	24.1	11.2	47.0	4.7	30.2				
Green Ext Time (p_c), s	0.0	1.0	0.0	2.3	0.1	0.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay											49.6	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖↗
Traffic Volume (veh/h)	703	1499	349	326	1423	212	609	614	320	331	378	493
Future Volume (veh/h)	703	1499	349	326	1423	212	609	614	320	331	378	493
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	732	1561	364	340	1482	221	634	640	333	345	394	514
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	1098	2531	1174	388	1445	448	853	939	429	348	662	1242
Arrive On Green	0.42	0.65	0.65	0.11	0.28	0.28	0.24	0.27	0.27	0.10	0.13	0.13
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1579	3483	5147	2768
Grp Volume(v), veh/h	732	1561	364	340	1482	221	634	640	333	345	394	514
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1579	1742	1716	1384
Q Serve(g_s), s	23.7	24.6	4.6	13.5	39.3	16.2	23.4	23.2	27.3	13.9	10.1	0.0
Cycle Q Clear(g_c), s	23.7	24.6	4.6	13.5	39.3	16.2	23.4	23.2	27.3	13.9	10.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1098	2531	1174	388	1445	448	853	939	429	348	662	1242
V/C Ratio(X)	0.67	0.62	0.31	0.88	1.03	0.49	0.74	0.68	0.78	0.99	0.60	0.41
Avail Cap(c_a), veh/h	1098	2531	1174	423	1445	448	853	939	429	348	662	1242
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	16.6	2.9	61.3	50.4	42.0	49.0	45.6	47.1	62.9	57.6	26.5
Incr Delay (d2), s/veh	0.6	0.5	0.3	16.4	30.5	3.8	3.2	4.0	13.0	45.5	3.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.7	1.0	6.7	20.4	6.7	10.4	10.2	12.0	8.2	4.5	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	17.1	3.2	77.6	80.8	45.9	52.1	49.6	60.0	108.4	61.5	27.5
LnGrp LOS	D	B	A	E	F	D	D	D	E	F	E	C
Approach Vol, veh/h		2657			2043			1607			1253	
Approach Delay, s/veh		20.2			76.5			52.8			60.5	
Approach LOS		C			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	50.1	45.3	19.0	43.7	20.6	74.9	39.0	23.7				
Change Period (Y+Rc), s	6.0	* 6	5.0	5.7	5.0	6.0	5.0	5.7				
Max Green Setting (Gmax), s	27.0	* 39	14.0	38.0	17.0	49.3	34.0	18.0				
Max Q Clear Time (g_c+2p), s	26.7	41.3	15.9	29.3	15.5	26.6	25.4	12.1				
Green Ext Time (p_c), s	0.3	0.0	0.0	2.7	0.1	13.0	0.9	2.6				

Intersection Summary

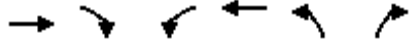
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 16: Baron Avenue & Behymer Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Volume (veh/h)	222	253	19	230	132	11
Future Volume (veh/h)	222	253	19	230	132	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	269	20	245	140	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	0	0	0	0
Cap, veh/h	296	337	28	338	219	19
Arrive On Green	0.37	0.37	0.19	0.19	0.13	0.13
Sat Flow, veh/h	804	916	143	1750	1640	141
Grp Volume(v), veh/h	0	505	265	0	153	0
Grp Sat Flow(s),veh/h/ln	0	1720	1893	0	1793	0
Q Serve(g_s), s	0.0	11.6	5.8	0.0	3.6	0.0
Cycle Q Clear(g_c), s	0.0	11.6	5.8	0.0	3.6	0.0
Prop In Lane		0.53	0.08		0.92	0.08
Lane Grp Cap(c), veh/h	0	633	365	0	239	0
V/C Ratio(X)	0.00	0.80	0.73	0.00	0.64	0.00
Avail Cap(c_a), veh/h	0	1110	793	0	791	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.5	16.7	0.0	18.1	0.0
Incr Delay (d2), s/veh	0.0	2.4	2.8	0.0	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	2.4	0.0	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	14.9	19.5	0.0	21.0	0.0
LnGrp LOS	A	B	B	A	C	A
Approach Vol, veh/h	505		265		153	
Approach Delay, s/veh	14.9		19.5		21.0	
Approach LOS	B		B		C	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	10.4		20.8		13.0	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	19.5		28.5		18.5	
Max Q Clear Time (g_c+1), s	5.6		13.6		7.8	
Green Ext Time (p_c), s	0.3		2.7		1.1	

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 18: Sunnyside Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	922	168	64	955	334	192	300	76	168	187	386
Future Volume (veh/h)	428	922	168	64	955	334	192	300	76	168	187	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	455	981	179	68	1016	355	204	319	81	179	199	411
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	441	1697	757	115	1053	631	233	304	77	181	340	684
Arrive On Green	0.25	0.47	0.47	0.06	0.29	0.29	0.13	0.21	0.21	0.10	0.18	0.18
Sat Flow, veh/h	1795	3582	1598	1810	3610	1610	1810	1462	371	1810	1900	1610
Grp Volume(v), veh/h	455	981	179	68	1016	355	204	0	400	179	199	411
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1805	1610	1810	0	1833	1810	1900	1610
Q Serve(g_s), s	27.0	21.8	7.3	4.0	30.5	18.9	12.2	0.0	22.9	10.9	10.6	19.7
Cycle Q Clear(g_c), s	27.0	21.8	7.3	4.0	30.5	18.9	12.2	0.0	22.9	10.9	10.6	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	441	1697	757	115	1053	631	233	0	382	181	340	684
V/C Ratio(X)	1.03	0.58	0.24	0.59	0.96	0.56	0.87	0.00	1.05	0.99	0.58	0.60
Avail Cap(c_a), veh/h	441	1697	757	148	1053	631	247	0	382	181	340	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	21.0	17.2	50.1	38.4	26.1	47.0	0.0	43.6	49.4	41.4	24.4
Incr Delay (d2), s/veh	51.5	1.4	0.7	4.8	20.4	3.6	26.5	0.0	59.2	63.6	7.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.5	8.7	2.7	1.9	15.9	7.5	7.0	0.0	16.2	8.1	5.6	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.0	22.4	17.9	54.9	58.8	29.7	73.5	0.0	102.8	113.0	48.6	28.3
LnGrp LOS	F	C	B	D	E	C	E	A	F	F	D	C
Approach Vol, veh/h		1615			1439			604			789	
Approach Delay, s/veh		41.8			51.4			92.9			52.7	
Approach LOS		D			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	56.6	18.2	24.2	31.0	36.6	15.0	27.4				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	9.0	50.1	15.0	18.9	27.0	32.1	11.0	22.9				
Max Q Clear Time (g_c+I1), s	6.0	23.8	14.2	21.7	29.0	32.5	12.9	24.9				
Green Ext Time (p_c), s	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary
 19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
 Cumulative Year (2046) WP MIT - PM Pk Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	613	201	72	690	282	333	370	108	155	230	38
Future Volume (veh/h)	54	613	201	72	690	282	333	370	108	155	230	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	57	645	212	76	726	297	351	389	114	163	242	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	114	1301	580	126	698	591	341	508	430	180	283	47
Arrive On Green	0.06	0.36	0.36	0.07	0.37	0.37	0.19	0.27	0.27	0.10	0.18	0.18
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1598	1795	1577	261
Grp Volume(v), veh/h	57	645	212	76	726	297	351	389	114	163	0	282
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1598	1795	0	1838
Q Serve(g_s), s	3.1	14.0	9.7	4.1	37.0	14.4	19.0	19.0	5.6	9.0	0.0	14.9
Cycle Q Clear(g_c), s	3.1	14.0	9.7	4.1	37.0	14.4	19.0	19.0	5.6	9.0	0.0	14.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	114	1301	580	126	698	591	341	508	430	180	0	330
V/C Ratio(X)	0.50	0.50	0.37	0.60	1.04	0.50	1.03	0.77	0.26	0.91	0.00	0.86
Avail Cap(c_a), veh/h	144	1301	580	162	698	591	341	508	430	180	0	330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.3	24.7	23.4	45.1	31.5	24.4	40.5	33.6	28.7	44.5	0.0	39.8
Incr Delay (d2), s/veh	1.3	0.5	0.7	1.7	45.1	1.2	56.4	10.5	1.5	41.2	0.0	23.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.7	3.6	1.8	23.9	5.4	13.3	9.7	2.3	5.9	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	25.3	24.1	46.8	76.6	25.6	96.9	44.2	30.2	85.7	0.0	63.4
LnGrp LOS	D	C	C	D	F	C	F	D	C	F	A	E
Approach Vol, veh/h	914			1099			854			445		
Approach Delay, s/veh	26.3			60.8			64.0			71.6		
Approach LOS	C			E			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	23.6	10.4	43.0	14.0	32.6	11.0	42.3				
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0				
Max Green Setting (Gmax), s	19.0	16.3	8.0	37.0	10.0	25.3	9.0	36.0				
Max Q Clear Time (g_c+D1), s	19.0	16.9	5.1	39.0	11.0	21.0	6.1	16.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.0	0.0	8.1				

Intersection Summary

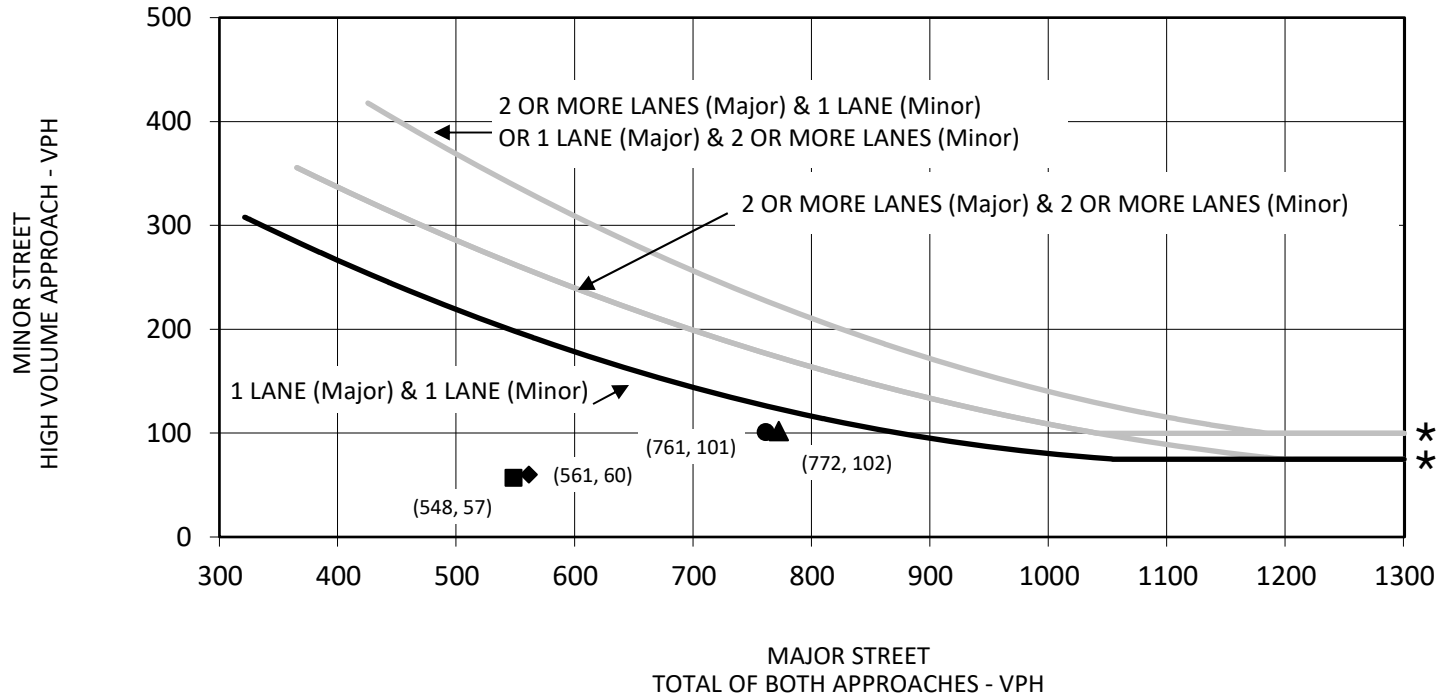
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

APPENDIX F

SIGNAL WARRANT ANALYSIS WORKSHEETS

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 4-A

- Without Project AM Peak Hour ▲ Plus Project AM Peak Hour
- Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

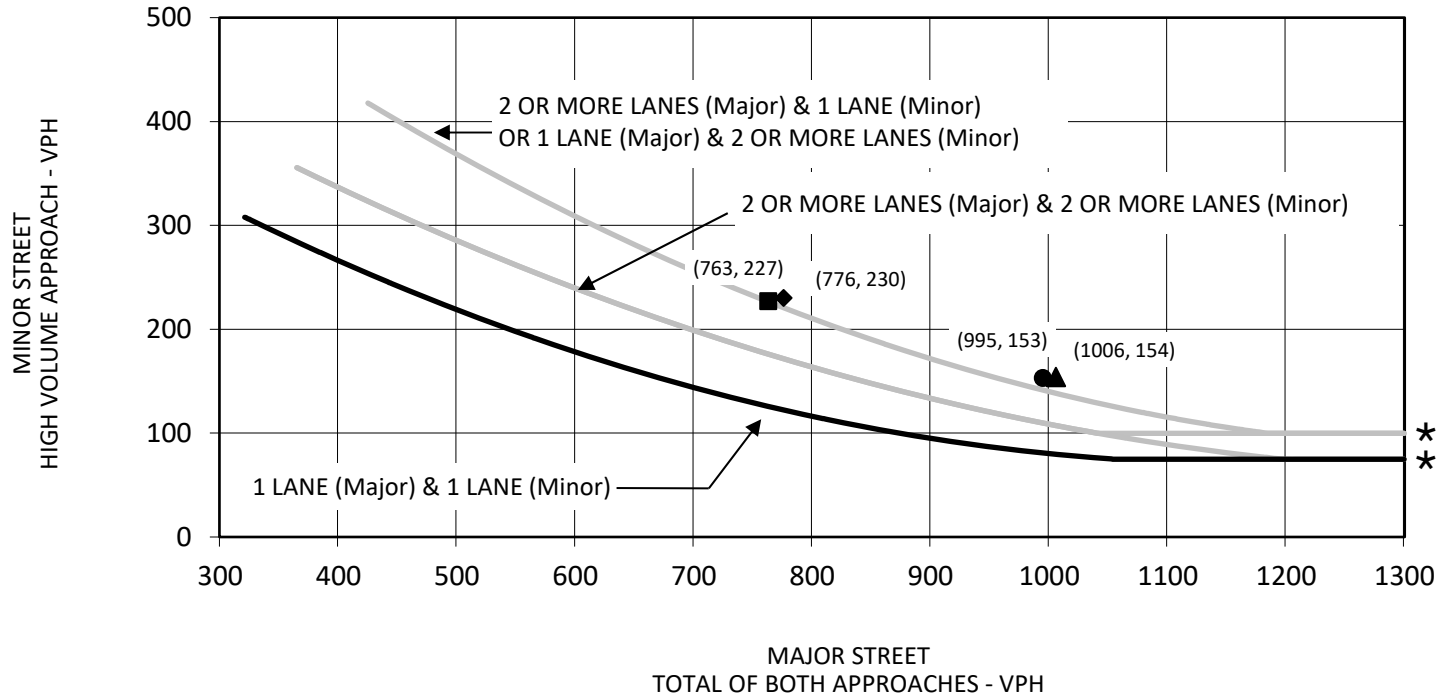
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

*Tract Map 6343 Project
Transportation Impact Analysis*

Existing Year (2022) - Minnewawa Avenue/International Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 4-C

- Without Project AM Peak Hour
 Plus Project AM Peak Hour
- Without Project PM Peak Hour
 Plus Project PM Peak Hour

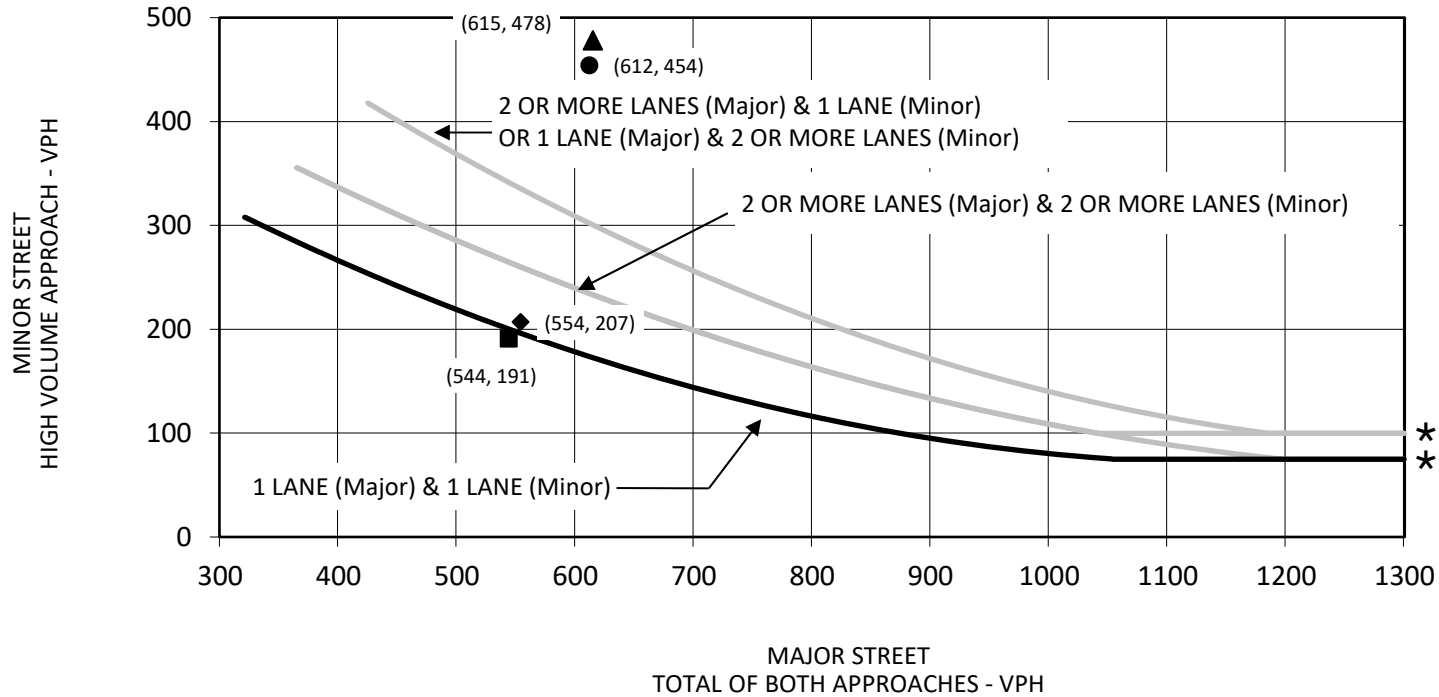
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

*Tract Map 6343 Project
Transportation Impact Analysis*

Cumulative Year (2046) - Minnewawa Avenue/International Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 5-A

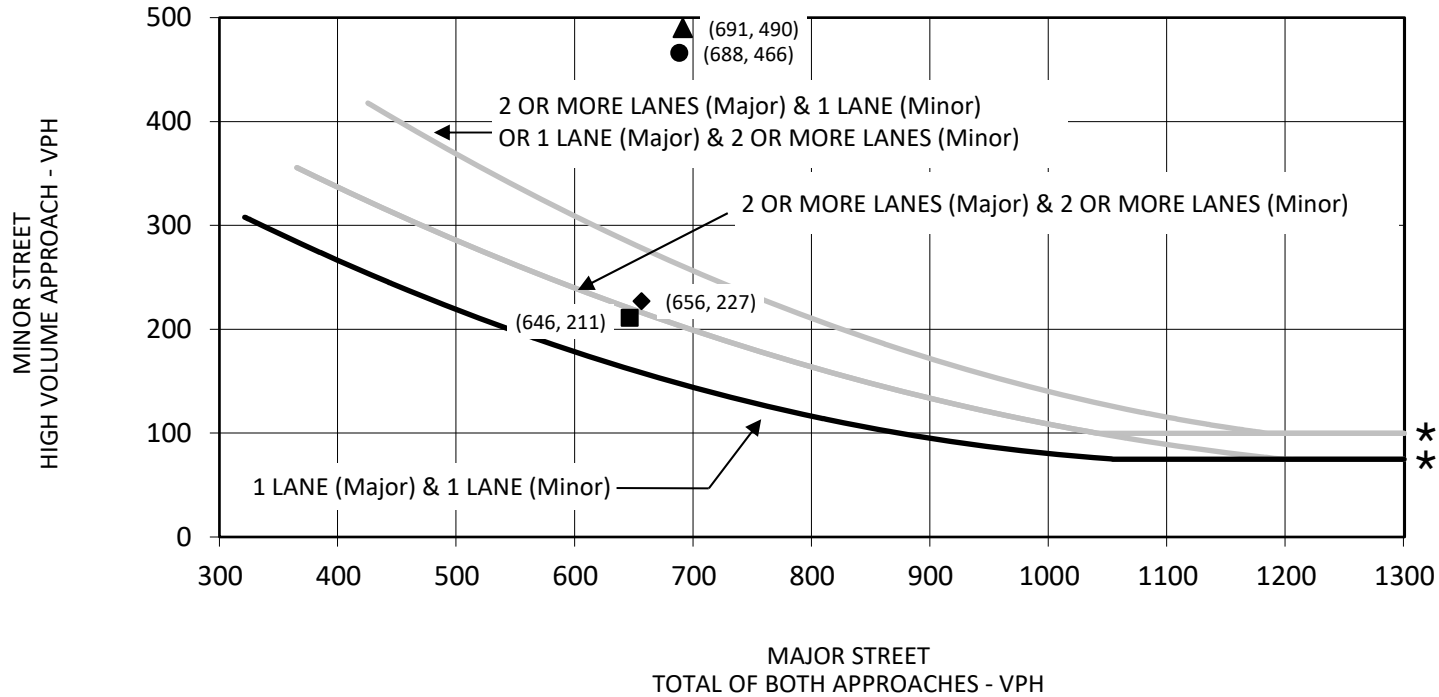
- Without Project AM Peak Hour ▲ Plus Project AM Peak Hour
- Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

*Tract Map 6343 Project
Transportation Impact Analysis
Existing Year (2022) - Minnewawa Avenue/Behymer Avenue*

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 5-B

- Without Project AM Peak Hour ▲ Plus Project AM Peak Hour
- Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

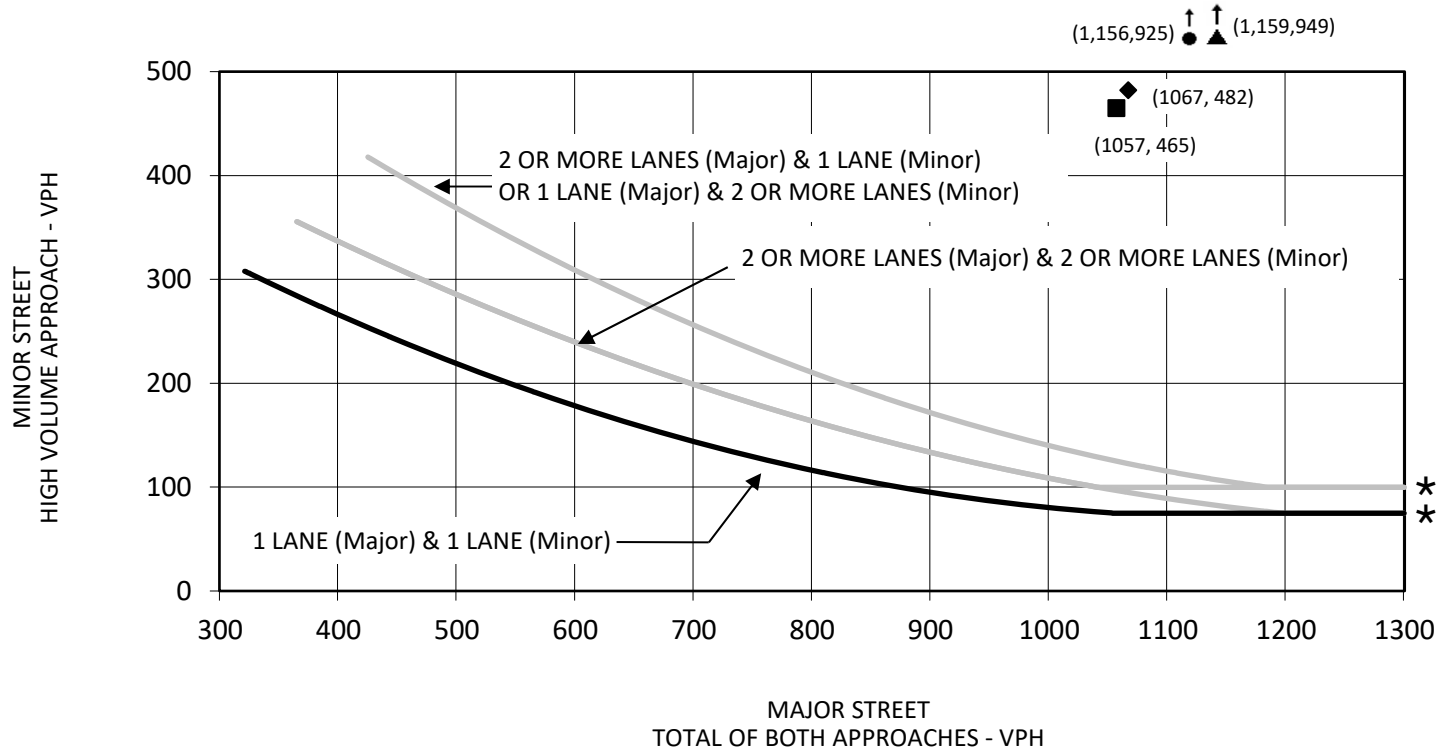
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

*Tract Map 6343 Project
Transportation Impact Analysis*

Near Term Year (2026) - Minnewawa Avenue/Behymer Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 5-C

- Without Project AM Peak Hour
 Plus Project AM Peak Hour
- Without Project PM Peak Hour
 Plus Project PM Peak Hour

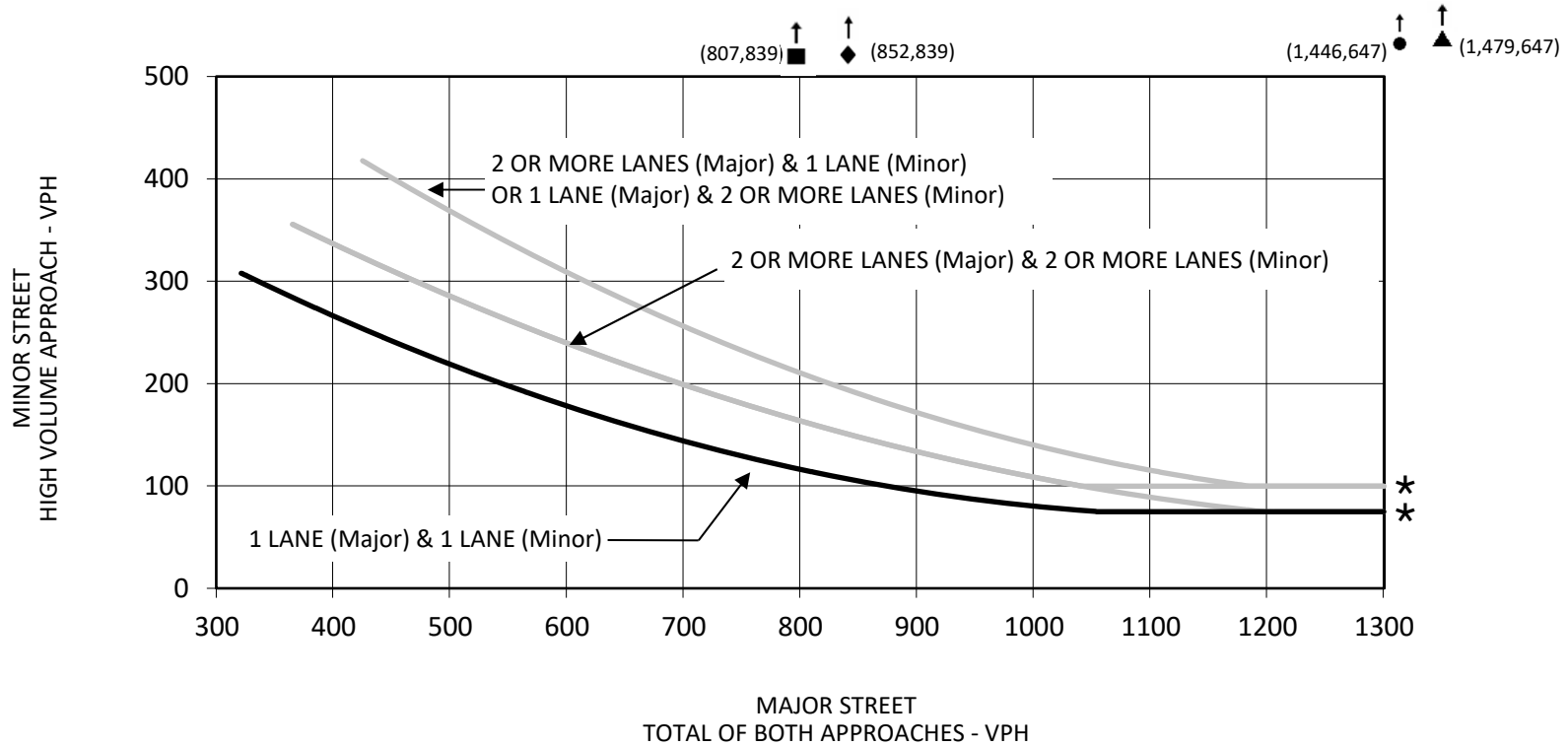
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

*Tract Map 6343 Project
Transportation Impact Analysis*

Cumulative Year (2046) - Minnewawa Avenue/Behymer Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 7-C

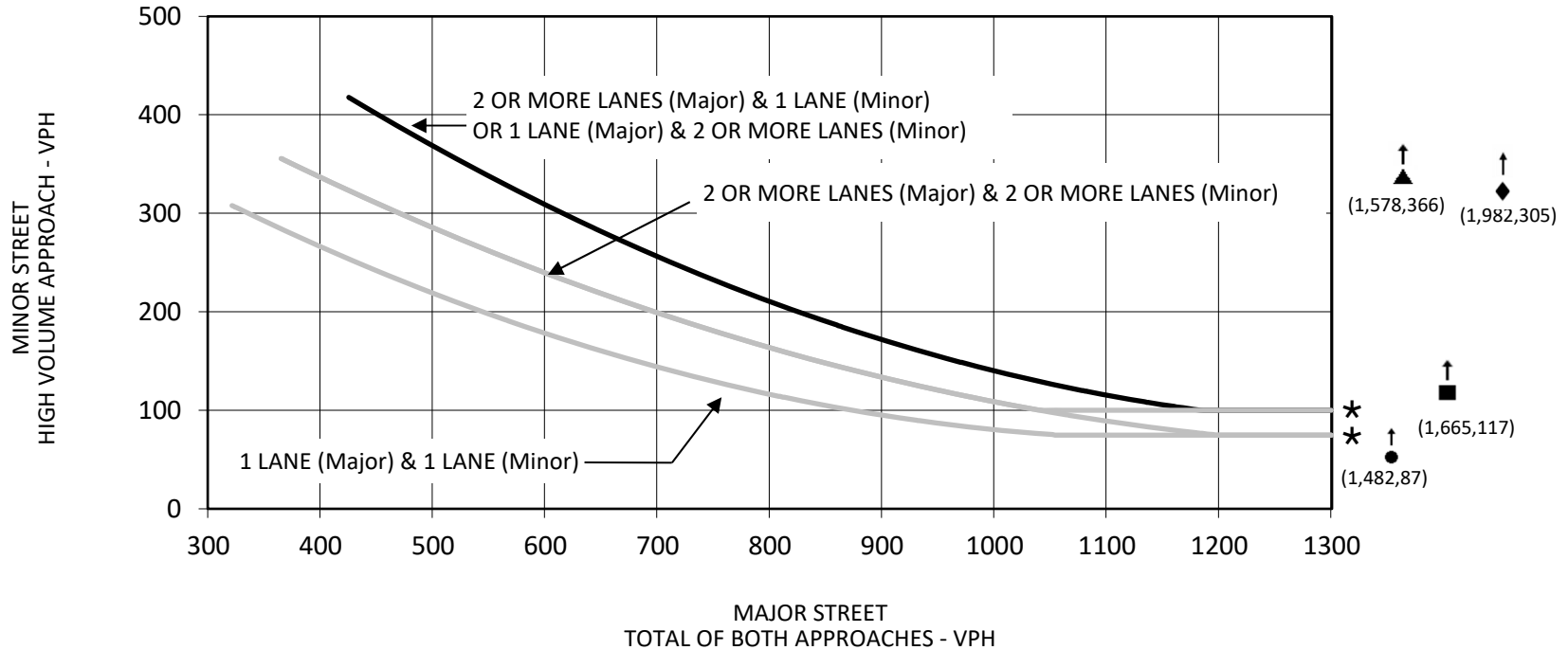
- Without Project AM Peak Hour
 Plus Project AM Peak Hour
- Without Project PM Peak Hour
 Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Tract Map 6343 Project
Transportation Impact Analysis
 Cumulative Year (2046) - Clovis Avenue/Behymer Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 8-C

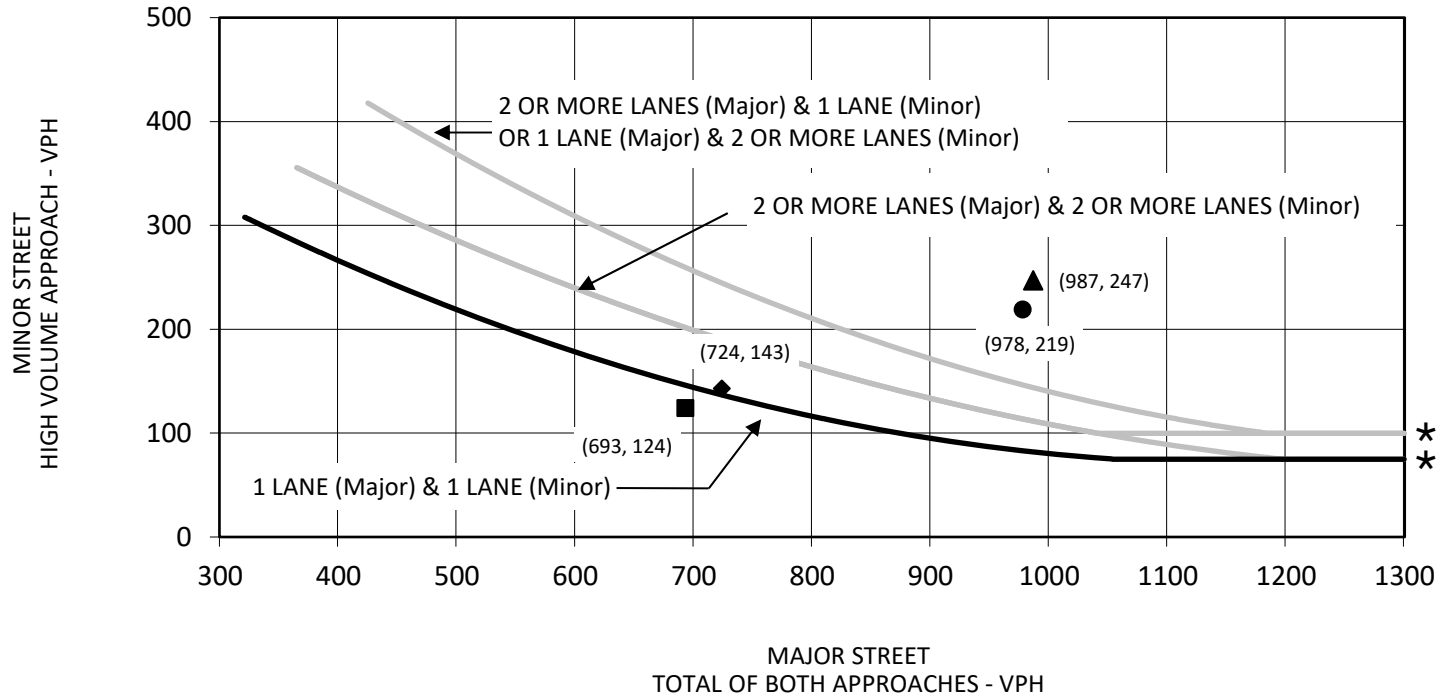
- Without Project AM Peak Hour
 Plus Project AM Peak Hour
- Without Project PM Peak Hour
 Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Tract Map 6343 Project
Transportation Impact Analysis
 Cumulative Year (2046) - Clovis Avenue/Behymer Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 16-C

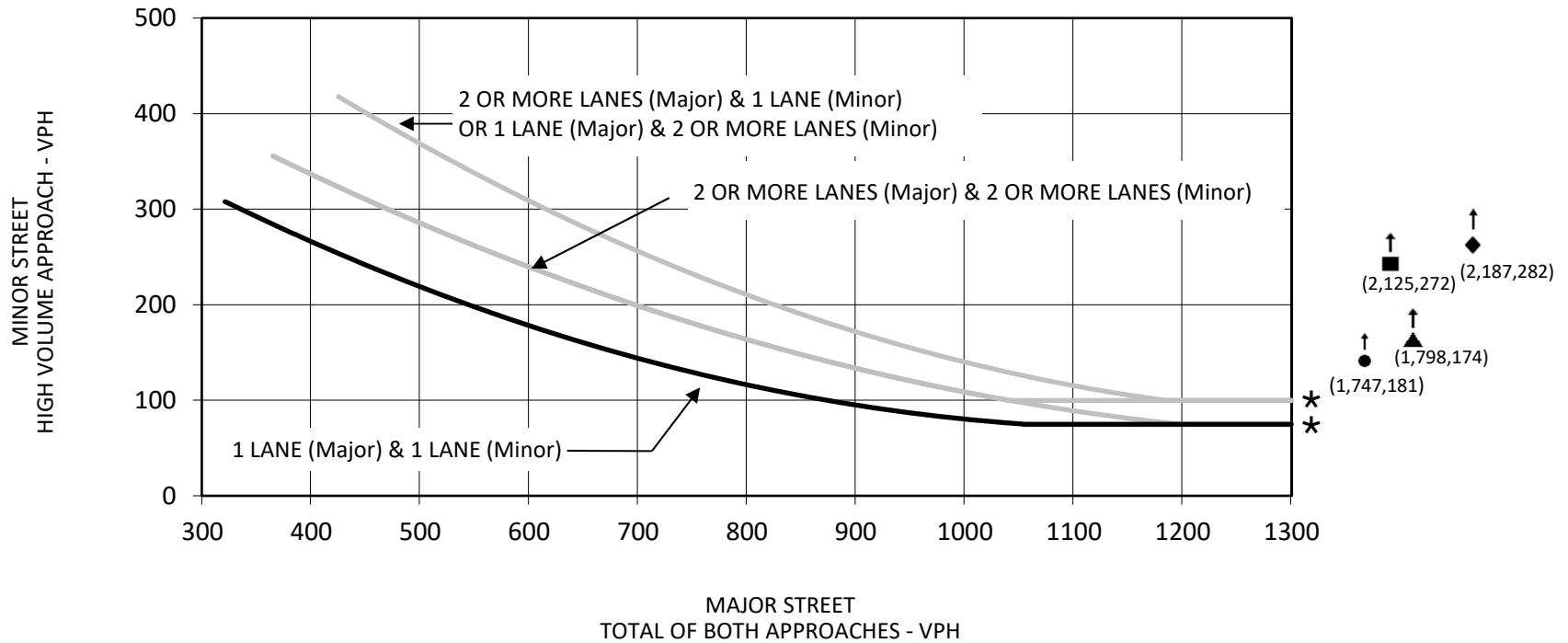
- Without Project AM Peak Hour ▲ Plus Project AM Peak Hour
- Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

*Tract Map 6343 Project
Transportation Impact Analysis
Cumulative Year (2046) - Baron Avenue/Behymer Avenue*

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 18-B

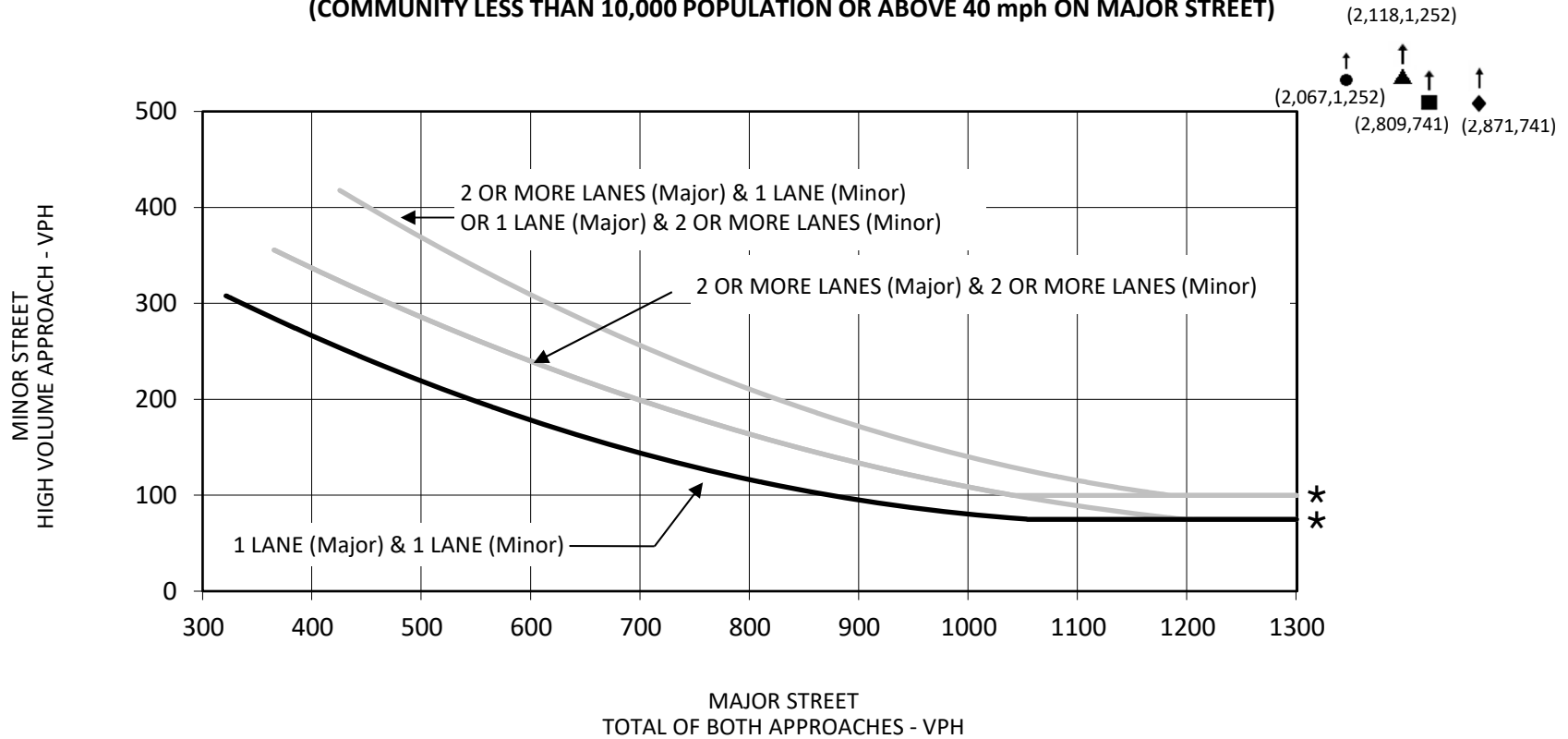
- Without Project AM Peak Hour ▲ Plus Project AM Peak Hour
- Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

*Tract Map 6343 Project
Transportation Impact Analysis*

Near Term Year (2026) - Sunnyside Avenue/Shepherd Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



★ 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.



FIGURE 18-C

- Without Project AM Peak Hour ▲ Plus Project AM Peak Hour
- Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

*Tract Map 6343 Project
 Transportation Impact Analysis
 Cumulative Year (2046) - Sunnyside Avenue/Shepherd Avenue*

APPENDIX G

QUEUING ANALYSIS WORKSHEETS

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) NP - AM PK Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	92	254	18	351	70	459	386	18	82	566	113
v/c Ratio	0.27	0.19	0.42	0.17	0.79	0.15	0.62	0.22	0.02	0.57	0.31	0.18
Control Delay	66.7	37.6	6.2	64.4	60.7	2.1	47.0	34.0	3.3	74.8	33.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	37.6	6.2	64.4	60.7	2.1	47.0	34.0	3.3	74.8	33.2	6.7
Queue Length 50th (ft)	25	57	0	15	291	0	200	153	0	71	135	0
Queue Length 95th (ft)	49	84	26	35	298	0	226	186	m7	103	150	26
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	50		20	240		155	250		205
Base Capacity (vph)	203	617	695	209	609	592	742	1777	850	193	1816	638
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.15	0.37	0.09	0.58	0.12	0.62	0.22	0.02	0.42	0.31	0.18

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	85	158	257	20	216	106	699	20	56	729	94
v/c Ratio	0.60	0.35	0.45	0.19	0.69	0.65	0.26	0.02	0.45	0.29	0.12
Control Delay	77.0	44.8	7.0	64.9	60.7	76.4	20.1	0.1	79.8	14.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	44.8	7.0	64.9	60.7	76.4	20.1	0.1	79.8	14.1	0.5
Queue Length 50th (ft)	73	122	0	17	170	91	123	0	51	68	1
Queue Length 95th (ft)	111	150	35	40	206	129	160	0	85	89	1
Internal Link Dist (ft)	1692			5395			5238			2622	
Turn Bay Length (ft)	235		240	90	250		105	250	200		
Base Capacity (vph)	180	600	684	199	580	199	2666	887	194	2473	812
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.26	0.38	0.10	0.37	0.53	0.26	0.02	0.29	0.29	0.12

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	276	165	50	339	111	182	667	56	183	841	57
v/c Ratio	0.17	0.58	0.47	0.26	0.61	0.32	0.64	0.23	0.06	0.64	0.28	0.06
Control Delay	67.7	63.8	11.9	69.2	61.5	9.7	74.7	16.7	0.1	74.3	17.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	63.8	11.9	69.2	61.5	9.7	74.7	16.7	0.1	74.3	17.3	0.1
Queue Length 50th (ft)	15	131	0	23	162	0	87	113	0	88	148	0
Queue Length 95th (ft)	33	169	61	45	203	44	123	156	0	123	200	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	593	426	1058	550	438	2897	942	447	2953	958
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.26	0.28	0.12	0.32	0.20	0.42	0.23	0.06	0.41	0.28	0.06

Intersection Summary

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	404	181	52	346	108	151	179	49	123	189	35
v/c Ratio	0.26	0.49	0.41	0.35	0.80	0.25	0.71	0.22	0.07	0.65	0.24	0.05
Control Delay	60.4	44.4	21.1	62.7	60.8	10.9	72.1	27.0	0.7	71.1	28.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	44.4	21.1	62.7	60.8	10.9	72.1	27.0	0.7	71.1	28.6	0.1
Queue Length 50th (ft)	31	155	58	42	276	11	125	95	0	102	104	0
Queue Length 95th (ft)	64	176	103	79	327	46	175	165	0	150	178	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	960	500	283	498	490	286	825	752	285	800	732
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.42	0.36	0.18	0.69	0.22	0.53	0.22	0.07	0.43	0.24	0.05

Intersection Summary

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - AM PK Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	406	142	131	354	58	96	71	104	23	86	81
v/c Ratio	0.16	0.69	0.41	0.50	0.51	0.15	0.62	0.09	0.23	0.02	0.05	0.10
Control Delay	62.8	61.0	18.0	68.6	53.4	0.8	77.8	41.2	7.5	32.8	20.3	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	61.0	18.0	68.6	53.4	0.8	77.8	41.2	7.5	32.8	20.3	2.0
Queue Length 50th (ft)	17	184	27	60	157	0	86	26	0	7	20	0
Queue Length 95th (ft)	34	211	72	86	180	0	131	44	33	17	39	10
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	592	851	456	598	859	466	294	826	453	1158	1718	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.48	0.31	0.22	0.41	0.12	0.33	0.09	0.23	0.02	0.05	0.10

Intersection Summary

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	96	292	346	275	359	241
v/c Ratio	0.46	0.66	0.74	0.10	0.22	0.28
Control Delay	42.0	12.1	38.6	2.9	15.9	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	12.1	38.6	2.9	15.9	3.6
Queue Length 50th (ft)	49	0	167	14	58	0
Queue Length 95th (ft)	76	33	196	24	86	24
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	677	471	2704	1606	849
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.43	0.73	0.10	0.22	0.28

Intersection Summary

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Existing (2022) NP - AM PK Hr

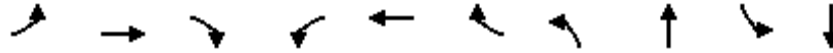


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	352	223	40	417	207	80	338	23	80	478	48
v/c Ratio	0.31	0.67	0.37	0.36	0.79	0.38	0.58	0.20	0.03	0.58	0.29	0.06
Control Delay	75.0	54.3	6.1	76.3	60.7	16.8	83.3	25.8	0.1	83.1	26.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	54.3	6.1	76.3	60.7	16.8	83.3	25.8	0.1	83.1	26.9	0.1
Queue Length 50th (ft)	33	305	0	38	377	55	77	103	0	77	153	0
Queue Length 95th (ft)	68	382	52	76	458	112	127	154	0	127	217	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	365	536	614	309	531	541	362	1653	773	306	1667	794
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.66	0.36	0.13	0.79	0.38	0.22	0.20	0.03	0.26	0.29	0.06

Intersection Summary

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr

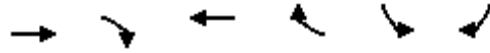


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	302	172	49	457	100	143	386	142	685
v/c Ratio	0.11	0.67	0.36	0.34	0.84	0.18	0.67	0.26	0.71	0.46
Control Delay	55.5	49.7	12.5	61.0	55.1	3.1	68.0	25.1	72.7	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	49.7	12.5	61.0	55.1	3.1	68.0	25.1	72.7	30.5
Queue Length 50th (ft)	11	234	29	38	333	0	113	94	112	196
Queue Length 95th (ft)	34	289	79	79	455	22	174	162	180	323
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	572	567	155	593	591	294	1459	228	1478
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.53	0.30	0.32	0.77	0.17	0.49	0.26	0.62	0.46

Intersection Summary

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr



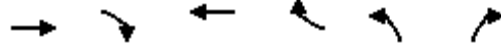
Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1018	522	1774	386	70	776
v/c Ratio	0.26	0.44	0.48	0.30	0.07	0.94
Control Delay	11.6	2.1	10.9	0.9	35.1	62.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	2.1	10.9	0.9	35.1	62.3
Queue Length 50th (ft)	107	0	271	2	22	339
Queue Length 95th (ft)	126	42	303	23	41	#477
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	3943	1174	3663	1283	957	824
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.44	0.48	0.30	0.07	0.94

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	900	237	1751	88	504	532
v/c Ratio	0.30	0.15	0.39	0.09	0.33	0.52
Control Delay	12.8	0.2	14.9	2.5	35.2	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	0.2	14.9	2.5	35.2	20.5
Queue Length 50th (ft)	123	0	187	0	115	106
Queue Length 95th (ft)	142	0	208	22	148	168
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1583	4454	971	1520	1023
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.15	0.39	0.09	0.33	0.52
Intersection Summary						

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	261	895	230	159	1098	169	249	403	173	304	432
v/c Ratio	0.72	0.54	0.35	0.54	0.71	0.31	0.70	0.23	0.54	0.17	0.35
Control Delay	78.4	44.4	5.8	74.8	51.0	21.0	77.4	28.9	73.7	36.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.4	44.4	5.8	74.8	51.0	21.0	77.4	28.9	73.7	36.4	3.9
Queue Length 50th (ft)	134	271	0	80	361	58	128	84	88	78	0
Queue Length 95th (ft)	179	325	63	119	434	130	172	116	127	109	43
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1643	666	553	1557	541	664	1752	671	1759	1235
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.54	0.35	0.29	0.71	0.31	0.38	0.23	0.26	0.17	0.35

Intersection Summary

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	293	53	38	291	385	147	96	35	193	149
v/c Ratio	0.22	0.39	0.13	0.37	0.67	0.82	0.74	0.11	0.04	0.79	0.17
Control Delay	73.5	50.8	3.7	77.8	59.2	49.4	85.5	28.3	0.1	84.5	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	50.8	3.7	77.8	59.2	49.4	85.5	28.3	0.1	84.5	25.0
Queue Length 50th (ft)	20	126	0	37	260	246	142	55	0	185	81
Queue Length 95th (ft)	50	159	16	76	330	344	212	116	0	262	158
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	882	453	365	472	499	365	882	791	358	898
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.33	0.12	0.10	0.62	0.77	0.40	0.11	0.04	0.54	0.17

Intersection Summary

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	10	41	103	6	69	32	123	407	13	21	280	12
v/c Ratio	0.10	0.25	0.43	0.06	0.42	0.13	0.50	0.15	0.01	0.20	0.08	0.01
Control Delay	62.3	59.7	14.1	61.4	65.4	1.2	57.0	14.1	2.6	65.0	7.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	59.7	14.1	61.4	65.4	1.2	57.0	14.1	2.6	65.0	7.9	0.0
Queue Length 50th (ft)	9	34	0	5	58	0	55	48	0	18	24	0
Queue Length 95th (ft)	28	71	49	20	106	0	87	210	5	47	54	0
Internal Link Dist (ft)	1854		1594				2622			1049		
Turn Bay Length (ft)	245		235	50		20	240		155	250	205	
Base Capacity (vph)	201	609	592	209	609	592	355	2702	1237	194	3551	1140
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.07	0.17	0.03	0.11	0.05	0.35	0.15	0.01	0.11	0.08	0.01

Intersection Summary

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	13	51	92	35	121	136	513	27	42	402	11
v/c Ratio	0.12	0.25	0.33	0.32	0.51	0.69	0.15	0.02	0.37	0.13	0.01
Control Delay	63.0	56.5	7.8	68.0	58.2	75.7	11.0	0.0	63.6	12.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	56.5	7.8	68.0	58.2	75.7	11.0	0.0	63.6	12.8	0.6
Queue Length 50th (ft)	11	43	0	30	90	117	60	0	30	58	0
Queue Length 95th (ft)	34	79	28	65	150	177	103	0	53	107	0
Internal Link Dist (ft)	1692			5395			5238			2622	
Turn Bay Length (ft)	235		240	90	250		105	250	200		
Base Capacity (vph)	184	612	598	203	596	217	3409	1103	194	3048	972
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.08	0.15	0.17	0.20	0.63	0.15	0.02	0.22	0.13	0.01

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	344	120	36	335	154	259	699	95	135	494	33
v/c Ratio	0.20	0.65	0.36	0.19	0.61	0.41	0.71	0.23	0.10	0.55	0.18	0.04
Control Delay	68.0	64.1	11.7	67.9	61.8	10.7	73.9	16.5	1.5	73.5	18.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	64.1	11.7	67.9	61.8	10.7	73.9	16.5	1.5	73.5	18.5	0.1
Queue Length 50th (ft)	18	163	1	17	157	0	124	119	0	64	87	0
Queue Length 95th (ft)	38	210	58	37	203	62	167	164	16	98	126	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	570	439	1090	588	453	2987	970	447	2787	911
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.32	0.21	0.08	0.31	0.26	0.57	0.23	0.10	0.30	0.18	0.04

Intersection Summary

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	419	87	20	368	91	112	163	28	82	153	14
v/c Ratio	0.15	0.44	0.18	0.13	0.80	0.20	0.61	0.18	0.03	0.50	0.18	0.02
Control Delay	57.7	40.7	6.9	57.4	59.7	7.4	69.9	24.1	0.1	66.7	25.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	40.7	6.9	57.4	59.7	7.4	69.9	24.1	0.1	66.7	25.3	0.1
Queue Length 50th (ft)	17	134	0	16	294	0	93	84	0	67	80	0
Queue Length 95th (ft)	46	194	36	43	377	40	152	157	0	119	153	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1037	529	291	515	505	288	892	807	288	872	791
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.40	0.16	0.07	0.71	0.18	0.39	0.18	0.03	0.28	0.18	0.02

Intersection Summary

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	361	108	81	320	7	147	46	74	11	25	27
v/c Ratio	0.14	0.68	0.33	0.32	0.46	0.02	0.72	0.05	0.15	0.01	0.01	0.03
Control Delay	62.4	62.6	11.4	65.6	53.1	0.1	79.1	40.8	2.8	30.0	20.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	62.6	11.4	65.6	53.1	0.1	79.1	40.8	2.8	30.0	20.7	0.1
Queue Length 50th (ft)	15	165	0	36	144	0	131	16	0	3	5	0
Queue Length 95th (ft)	34	212	53	64	188	0	198	34	14	10	16	0
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	867	464	610	877	473	314	884	479	1297	1813	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.42	0.23	0.13	0.36	0.01	0.47	0.05	0.15	0.01	0.01	0.03

Intersection Summary

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	83	107	193	358	275	74
v/c Ratio	0.43	0.40	0.68	0.12	0.13	0.07
Control Delay	42.1	11.9	45.6	2.5	9.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	11.9	45.6	2.5	9.6	3.3
Queue Length 50th (ft)	43	0	98	18	32	0
Queue Length 95th (ft)	75	34	137	31	57	17
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	547	381	2910	2153	993
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.20	0.51	0.12	0.13	0.07

Intersection Summary

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr

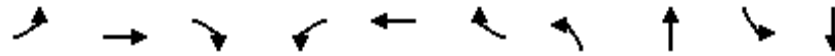


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	441	265	23	410	79	132	426	49	46	269	29
v/c Ratio	0.21	0.83	0.44	0.21	0.78	0.15	0.72	0.23	0.06	0.40	0.16	0.04
Control Delay	72.1	63.7	10.8	72.3	59.7	0.7	85.7	22.8	0.1	77.3	26.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	63.7	10.8	72.3	59.7	0.7	85.7	22.8	0.1	77.3	26.8	0.1
Queue Length 50th (ft)	22	404	36	22	369	0	127	129	0	44	84	0
Queue Length 95th (ft)	54	504	106	54	464	2	195	191	0	88	136	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	553	624	309	533	542	369	1867	860	312	1684	801
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.80	0.42	0.07	0.77	0.15	0.36	0.23	0.06	0.15	0.16	0.04

Intersection Summary

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr

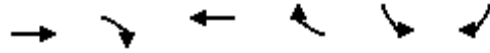


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	372	190	39	328	84	159	680	84	507
v/c Ratio	0.11	0.83	0.40	0.27	0.67	0.16	0.70	0.39	0.47	0.32
Control Delay	55.5	60.5	15.3	59.4	47.6	2.1	67.9	23.9	61.8	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	60.5	15.3	59.4	47.6	2.1	67.9	23.9	61.8	26.6
Queue Length 50th (ft)	12	287	40	30	208	0	125	196	66	146
Queue Length 95th (ft)	36	368	97	68	319	12	191	293	118	234
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	591	583	157	604	600	304	1764	231	1596
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.63	0.33	0.25	0.54	0.14	0.52	0.39	0.36	0.32

Intersection Summary

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1670	534	1651	360	67	345
v/c Ratio	0.36	0.41	0.38	0.28	0.11	0.67
Control Delay	7.5	1.6	7.6	0.5	44.7	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	1.6	7.6	0.5	44.7	51.2
Queue Length 50th (ft)	136	0	144	0	25	141
Queue Length 95th (ft)	193	36	204	0	43	186
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4670	1302	4333	1295	1310	1088
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.41	0.38	0.28	0.05	0.32
Intersection Summary						

Queues
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) NP - PM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1401	371	1540	190	512	698
v/c Ratio	0.50	0.23	0.37	0.20	0.29	0.68
Control Delay	18.7	0.3	16.7	2.2	32.2	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	0.3	16.7	2.2	32.2	37.3
Queue Length 50th (ft)	245	0	165	0	114	267
Queue Length 95th (ft)	283	0	186	32	146	347
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1599	4336	992	1749	1022
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.23	0.36	0.19	0.29	0.68
Intersection Summary						

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	381	1425	315	329	1106	138	365	707	282	273	277
v/c Ratio	0.81	0.96	0.52	0.77	0.78	0.27	0.79	0.42	0.73	0.17	0.26
Control Delay	79.0	68.5	19.1	78.4	56.5	18.9	77.6	34.6	77.7	39.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.0	68.5	19.1	78.4	56.5	18.9	77.6	34.6	77.7	39.5	4.9
Queue Length 50th (ft)	195	521	88	169	381	37	187	170	145	73	0
Queue Length 95th (ft)	248	#682	196	217	453	100	236	221	191	105	39
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1490	610	559	1424	502	677	1691	671	1617	1063
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.96	0.52	0.59	0.78	0.27	0.54	0.42	0.42	0.17	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) NP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	24	291	79	49	253	135	115	125	77	116	133
v/c Ratio	0.25	0.50	0.24	0.44	0.72	0.37	0.68	0.12	0.08	0.69	0.13
Control Delay	74.3	59.3	11.9	79.9	68.6	25.1	85.2	19.0	4.4	85.3	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	59.3	11.9	79.9	68.6	25.1	85.2	19.0	4.4	85.3	18.5
Queue Length 50th (ft)	23	136	1	47	238	48	111	58	0	112	60
Queue Length 95th (ft)	55	176	47	92	317	107	174	117	30	176	120
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	810	422	369	429	424	369	1060	936	369	1042
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.36	0.19	0.13	0.59	0.32	0.31	0.12	0.08	0.31	0.13

Intersection Summary

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	92	261	18	351	70	479	401	18	82	571	113
v/c Ratio	0.27	0.19	0.43	0.17	0.79	0.15	0.61	0.23	0.02	0.57	0.33	0.18
Control Delay	66.7	37.6	6.2	64.4	60.7	2.1	46.6	33.4	3.1	74.8	34.3	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	37.6	6.2	64.4	60.7	2.1	46.6	33.4	3.1	74.8	34.3	6.7
Queue Length 50th (ft)	25	57	0	15	291	0	210	157	0	71	139	0
Queue Length 95th (ft)	49	84	25	35	298	0	237	192	m6	103	151	26
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	50		20	240		155	250		205
Base Capacity (vph)	203	617	700	209	609	592	783	1777	850	193	1756	620
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.15	0.37	0.09	0.58	0.12	0.61	0.23	0.02	0.42	0.33	0.18

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	85	159	257	20	236	106	718	20	61	735	94
v/c Ratio	0.66	0.35	0.44	0.19	0.71	0.65	0.27	0.02	0.48	0.30	0.12
Control Delay	84.3	44.6	7.1	64.9	59.7	76.4	20.5	0.1	80.0	14.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	44.6	7.1	64.9	59.7	76.4	20.5	0.1	80.0	14.2	0.5
Queue Length 50th (ft)	73	121	0	17	183	91	131	0	56	69	1
Queue Length 95th (ft)	114	153	35	40	218	129	164	0	90	89	1
Internal Link Dist (ft)	1692			5395			5238			2622	
Turn Bay Length (ft)	235		240	90	250		105	250	200		
Base Capacity (vph)	141	600	684	199	618	199	2638	879	194	2455	806
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.27	0.38	0.10	0.38	0.53	0.27	0.02	0.31	0.30	0.12

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	290	165	53	377	128	182	667	57	189	841	57
v/c Ratio	0.17	0.57	0.45	0.28	0.63	0.35	0.64	0.24	0.06	0.65	0.29	0.06
Control Delay	67.7	61.9	11.2	69.5	60.9	12.9	74.7	17.7	0.1	74.3	18.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	61.9	11.2	69.5	60.9	12.9	74.7	17.7	0.1	74.3	18.2	0.1
Queue Length 50th (ft)	15	136	0	25	181	7	87	117	0	90	152	0
Queue Length 95th (ft)	33	174	60	47	221	61	123	161	0	126	205	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	593	426	1058	550	438	2835	924	447	2898	942
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.27	0.28	0.12	0.36	0.23	0.42	0.24	0.06	0.42	0.29	0.06

Intersection Summary

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	426	181	82	412	108	151	179	58	123	189	35
v/c Ratio	0.26	0.48	0.39	0.51	0.79	0.21	0.71	0.24	0.09	0.65	0.27	0.05
Control Delay	60.4	42.1	20.0	67.1	54.6	9.5	72.6	31.1	2.2	71.1	32.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	42.1	20.0	67.1	54.6	9.5	72.6	31.1	2.2	71.1	32.8	0.1
Queue Length 50th (ft)	31	154	57	68	322	10	125	103	0	102	113	0
Queue Length 95th (ft)	64	181	104	110	375	43	176	175	7	150	188	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1008	517	283	535	520	285	735	680	285	712	661
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.42	0.35	0.29	0.77	0.21	0.53	0.24	0.09	0.43	0.27	0.05

Intersection Summary

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	72	406	142	131	354	75	96	137	104	71	278	177
v/c Ratio	0.30	0.69	0.41	0.50	0.51	0.19	0.62	0.17	0.23	0.06	0.16	0.21
Control Delay	65.1	61.0	18.0	68.6	53.4	3.7	77.8	42.3	7.5	32.6	20.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	61.0	18.0	68.6	53.4	3.7	77.8	42.3	7.5	32.6	20.8	8.2
Queue Length 50th (ft)	32	184	27	60	157	0	86	52	0	22	70	24
Queue Length 95th (ft)	54	211	72	86	180	10	131	75	33	40	107	66
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	592	851	456	598	859	466	294	826	453	1158	1718	830
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.48	0.31	0.22	0.41	0.16	0.33	0.17	0.23	0.06	0.16	0.21

Intersection Summary

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	101	292	346	342	553	257
v/c Ratio	0.48	0.66	0.71	0.13	0.35	0.32
Control Delay	42.5	12.0	36.3	3.0	17.6	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	12.0	36.3	3.0	17.6	7.8
Queue Length 50th (ft)	52	0	166	18	97	27
Queue Length 95th (ft)	79	33	195	30	133	59
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	677	486	2700	1560	792
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.43	0.71	0.13	0.35	0.32
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr

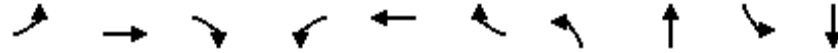


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	46	352	223	40	417	207	80	385	23	80	616	80
v/c Ratio	0.40	0.63	0.35	0.36	0.75	0.37	0.58	0.24	0.03	0.58	0.38	0.10
Control Delay	77.6	50.7	5.8	76.3	56.5	16.3	83.3	27.6	0.1	83.1	29.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.6	50.7	5.8	76.3	56.5	16.3	83.3	27.6	0.1	83.1	29.9	0.5
Queue Length 50th (ft)	44	302	0	38	373	54	77	121	0	77	209	0
Queue Length 95th (ft)	85	373	51	76	455	112	127	179	0	127	292	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	389	557	630	309	559	562	362	1588	746	306	1602	768
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.63	0.35	0.13	0.75	0.37	0.22	0.24	0.03	0.26	0.38	0.10

Intersection Summary

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr

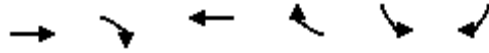


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	302	172	49	457	100	143	430	142	820
v/c Ratio	0.12	0.67	0.37	0.34	0.84	0.19	0.72	0.29	0.71	0.54
Control Delay	55.7	49.7	13.3	61.0	55.1	7.8	74.1	25.8	72.7	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	49.7	13.3	61.0	55.1	7.8	74.1	25.8	72.7	31.0
Queue Length 50th (ft)	13	234	32	38	333	4	113	108	112	247
Queue Length 95th (ft)	37	289	82	79	455	42	182	182	180	378
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	572	564	155	593	567	224	1461	228	1508
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.53	0.30	0.32	0.77	0.18	0.64	0.29	0.62	0.54

Intersection Summary

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



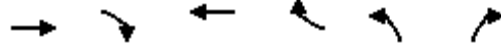
Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1020	522	1843	401	70	776
v/c Ratio	0.25	0.44	0.50	0.31	0.08	0.97
Control Delay	11.1	2.1	10.8	0.9	36.0	68.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	2.1	10.8	0.9	36.0	68.4
Queue Length 50th (ft)	104	0	285	2	22	342
Queue Length 95th (ft)	123	41	318	25	42	#488
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4002	1184	3704	1283	925	800
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.44	0.50	0.31	0.08	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) WP - AM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	902	237	1840	88	504	560
v/c Ratio	0.30	0.15	0.41	0.09	0.33	0.55
Control Delay	12.8	0.2	15.1	2.5	35.2	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	0.2	15.1	2.5	35.2	21.9
Queue Length 50th (ft)	124	0	199	0	115	120
Queue Length 95th (ft)	146	0	221	22	148	184
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1583	4454	971	1520	1023
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.15	0.41	0.09	0.33	0.55
Intersection Summary						

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	291	895	230	159	1098	172	249	412	183	331	518
v/c Ratio	0.75	0.54	0.35	0.54	0.72	0.32	0.70	0.24	0.57	0.19	0.40
Control Delay	78.9	44.4	5.8	74.8	52.3	21.5	77.4	29.3	74.4	36.6	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	44.4	5.8	74.8	52.3	21.5	77.4	29.3	74.4	36.6	3.8
Queue Length 50th (ft)	149	271	0	80	365	59	128	87	93	85	0
Queue Length 95th (ft)	195	325	63	119	440	133	172	120	134	118	44
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1643	666	553	1521	532	664	1750	671	1759	1291
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.54	0.35	0.29	0.72	0.32	0.38	0.24	0.27	0.19	0.40

Intersection Summary

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	311	66	38	297	385	151	96	35	193	149
v/c Ratio	0.22	0.41	0.17	0.37	0.68	0.82	0.75	0.11	0.04	0.79	0.17
Control Delay	73.5	51.1	6.5	77.8	59.4	49.4	85.4	28.4	0.1	84.6	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	51.1	6.5	77.8	59.4	49.4	85.4	28.4	0.1	84.6	25.4
Queue Length 50th (ft)	20	135	0	37	266	248	145	55	0	186	81
Queue Length 95th (ft)	50	168	29	76	337	346	215	117	0	262	159
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	885	454	365	474	498	365	878	789	335	891
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.35	0.15	0.10	0.63	0.77	0.41	0.11	0.04	0.58	0.17

Intersection Summary

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Group Flow (vph)	10	41	122	6	69	32	134	416	13	21	296	12				
v/c Ratio	0.10	0.25	0.49	0.06	0.42	0.13	0.53	0.15	0.01	0.20	0.08	0.01				
Control Delay	62.3	59.7	15.9	61.4	65.4	1.2	56.8	13.9	2.8	65.0	8.1	0.0				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	62.3	59.7	15.9	61.4	65.4	1.2	56.8	13.9	2.8	65.0	8.1	0.0				
Queue Length 50th (ft)	9	34	0	5	58	0	60	65	0	18	26	0				
Queue Length 95th (ft)	28	71	59	20	106	0	93	210	5	47	57	0				
Internal Link Dist (ft)	1854						1594		2622		1049					
Turn Bay Length (ft)	245		235		50		20		240		155		250		205	
Base Capacity (vph)	201	609	600	209	609	592	355	2702	1237	194	3538	1136				
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced v/c Ratio	0.05	0.07	0.20	0.03	0.11	0.05	0.38	0.15	0.01	0.11	0.08	0.01				

Intersection Summary

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	13	55	92	35	133	136	524	27	58	422	11
v/c Ratio	0.12	0.26	0.32	0.32	0.54	0.69	0.16	0.02	0.46	0.14	0.01
Control Delay	63.0	55.9	7.5	68.0	57.6	75.7	11.8	0.0	66.4	13.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	55.9	7.5	68.0	57.6	75.7	11.8	0.0	66.4	13.3	0.6
Queue Length 50th (ft)	11	47	0	30	97	117	63	0	46	61	0
Queue Length 95th (ft)	34	82	28	65	160	177	110	0	68	115	0
Internal Link Dist (ft)		1692			5395		5238			2622	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	184	612	598	203	592	217	3353	1087	194	3022	965
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.09	0.15	0.17	0.22	0.63	0.16	0.02	0.30	0.14	0.01

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	384	120	38	360	165	259	699	98	153	494	33
v/c Ratio	0.20	0.67	0.34	0.20	0.61	0.42	0.71	0.24	0.10	0.59	0.18	0.04
Control Delay	68.0	63.2	11.0	68.0	60.1	12.0	73.9	17.9	1.8	74.0	19.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	63.2	11.0	68.0	60.1	12.0	73.9	17.9	1.8	74.0	19.6	0.1
Queue Length 50th (ft)	18	182	1	18	167	8	124	124	0	73	90	0
Queue Length 95th (ft)	38	229	56	38	212	71	167	173	19	109	131	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	570	439	1090	589	453	2901	945	447	2725	893
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.35	0.21	0.09	0.33	0.28	0.57	0.24	0.10	0.34	0.18	0.04

Intersection Summary

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	487	87	39	408	91	112	163	58	82	153	14
v/c Ratio	0.15	0.54	0.19	0.26	0.79	0.18	0.61	0.20	0.08	0.50	0.19	0.02
Control Delay	57.7	43.8	6.5	60.3	54.6	6.8	69.9	26.7	2.0	66.7	27.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	43.8	6.5	60.3	54.6	6.8	69.9	26.7	2.0	66.7	27.9	0.1
Queue Length 50th (ft)	17	185	0	31	325	0	93	87	0	67	83	0
Queue Length 95th (ft)	46	216	34	69	406	38	152	164	12	119	160	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1007	517	291	542	527	288	831	758	288	811	742
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.48	0.17	0.13	0.75	0.17	0.39	0.20	0.08	0.28	0.19	0.02

Intersection Summary

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	128	361	108	81	320	55	147	237	74	39	139	84
v/c Ratio	0.49	0.67	0.30	0.32	0.61	0.15	0.60	0.27	0.14	0.03	0.08	0.10
Control Delay	68.4	62.3	4.1	65.6	60.9	0.9	67.9	43.7	0.6	30.0	21.1	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	62.3	4.1	65.6	60.9	0.9	67.9	43.7	0.6	30.0	21.1	2.1
Queue Length 50th (ft)	58	165	0	36	144	0	128	92	0	11	35	0
Queue Length 95th (ft)	92	211	18	64	192	0	199	132	0	26	62	18
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	867	497	610	876	507	243	884	511	1294	1732	832
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.42	0.22	0.13	0.37	0.11	0.60	0.27	0.14	0.03	0.08	0.10

Intersection Summary

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	107	193	564	398	84
v/c Ratio	0.49	0.38	0.61	0.21	0.20	0.09
Control Delay	42.9	11.3	40.6	3.2	11.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	11.3	40.6	3.2	11.3	3.3
Queue Length 50th (ft)	51	0	96	33	53	0
Queue Length 95th (ft)	85	34	138	51	83	18
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	547	315	2732	1952	912
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.20	0.61	0.21	0.20	0.09
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr

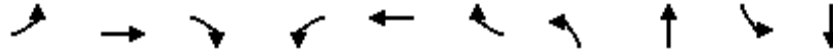


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	441	265	23	410	79	132	570	49	46	355	49
v/c Ratio	0.46	0.78	0.42	0.21	0.79	0.16	0.72	0.32	0.06	0.40	0.22	0.06
Control Delay	79.3	57.7	10.7	72.3	62.0	3.5	85.7	25.3	2.2	77.3	28.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	57.7	10.7	72.3	62.0	3.5	85.7	25.3	2.2	77.3	28.7	0.2
Queue Length 50th (ft)	54	403	37	22	367	0	127	182	0	44	115	0
Queue Length 95th (ft)	100	499	106	54	479	22	195	261	12	88	179	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	584	644	321	521	512	369	1800	819	312	1617	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.76	0.41	0.07	0.79	0.15	0.36	0.32	0.06	0.15	0.22	0.06

Intersection Summary

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr

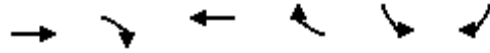


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	372	190	39	328	84	159	820	84	595
v/c Ratio	0.17	0.83	0.41	0.27	0.73	0.19	0.72	0.46	0.47	0.37
Control Delay	56.7	60.5	18.1	59.4	53.0	6.2	71.0	25.3	61.8	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	60.5	18.1	59.4	53.0	6.2	71.0	25.3	61.8	26.8
Queue Length 50th (ft)	18	287	51	30	247	0	125	250	66	177
Queue Length 95th (ft)	47	368	109	68	319	32	196	367	118	268
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	591	572	157	591	566	252	1769	231	1610
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.63	0.33	0.25	0.55	0.15	0.63	0.46	0.36	0.37

Intersection Summary

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1677	534	1696	370	67	345
v/c Ratio	0.36	0.41	0.39	0.29	0.11	0.67
Control Delay	7.5	1.6	7.6	0.6	44.7	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	1.6	7.6	0.6	44.7	51.2
Queue Length 50th (ft)	138	0	148	0	25	141
Queue Length 95th (ft)	194	36	210	0	43	186
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4670	1302	4323	1295	1310	1088
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.41	0.39	0.29	0.05	0.32
Intersection Summary						

Queues
14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1408	371	1596	190	512	785
v/c Ratio	0.49	0.23	0.38	0.20	0.30	0.78
Control Delay	18.2	0.3	16.4	2.2	32.6	42.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	0.3	16.4	2.2	32.6	42.1
Queue Length 50th (ft)	246	0	173	0	114	317
Queue Length 95th (ft)	284	0	194	32	146	407
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1599	4336	992	1714	1002
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.23	0.37	0.19	0.30	0.78
Intersection Summary						

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	475	1425	315	329	1106	148	365	736	289	291	333
v/c Ratio	0.89	0.96	0.52	0.77	0.83	0.31	0.79	0.44	0.74	0.18	0.30
Control Delay	84.4	68.5	19.1	78.4	60.7	21.2	77.6	35.7	77.8	39.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	68.5	19.1	78.4	60.7	21.2	77.6	35.7	77.8	39.7	4.6
Queue Length 50th (ft)	244	521	88	169	394	47	187	182	148	78	0
Queue Length 95th (ft)	#328	#682	196	217	453	112	236	235	195	110	42
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1490	610	559	1334	475	677	1683	671	1617	1102
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.96	0.52	0.59	0.83	0.31	0.54	0.44	0.43	0.18	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	24	303	87	49	275	135	129	125	77	116	133
v/c Ratio	0.25	0.49	0.26	0.44	0.74	0.36	0.71	0.12	0.08	0.69	0.13
Control Delay	74.3	57.9	13.9	79.9	68.8	24.2	85.7	19.8	4.6	85.3	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	57.9	13.9	79.9	68.8	24.2	85.7	19.8	4.6	85.3	19.9
Queue Length 50th (ft)	23	140	7	47	258	47	124	60	0	112	63
Queue Length 95th (ft)	55	181	54	92	340	105	191	119	30	176	126
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	810	422	369	433	428	369	1042	922	369	1012
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.37	0.21	0.13	0.64	0.32	0.35	0.12	0.08	0.31	0.13

Intersection Summary

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	93	295	25	355	70	572	568	22	82	771	113
v/c Ratio	0.27	0.20	0.48	0.24	0.79	0.15	0.62	0.32	0.03	0.57	0.50	0.20
Control Delay	66.7	39.6	6.5	66.0	60.6	2.1	39.7	35.0	4.4	74.8	40.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	39.6	6.5	66.0	60.6	2.1	39.7	35.0	4.4	74.8	40.1	7.0
Queue Length 50th (ft)	25	65	0	21	294	0	250	240	0	71	207	0
Queue Length 95th (ft)	49	86	25	44	300	0	#289	271	m8	103	205	26
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	50		20	240		155	250		205
Base Capacity (vph)	203	615	721	209	609	592	919	1770	847	193	1546	559
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.15	0.41	0.12	0.58	0.12	0.62	0.32	0.03	0.42	0.50	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	168	301	27	248	165	981	24	62	975	95
v/c Ratio	0.61	0.35	0.48	0.25	0.73	0.70	0.38	0.03	0.48	0.45	0.13
Control Delay	77.3	43.0	6.6	66.5	60.0	71.4	23.4	0.1	79.6	16.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	43.0	6.6	66.5	60.0	71.4	23.4	0.1	79.6	16.4	0.5
Queue Length 50th (ft)	75	127	0	23	194	140	195	0	56	93	1
Queue Length 95th (ft)	113	155	34	48	229	181	241	0	94	113	1
Internal Link Dist (ft)		1692			5395		5238			2622	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	180	600	714	199	578	242	2563	857	194	2173	728
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.28	0.42	0.14	0.43	0.68	0.38	0.03	0.32	0.45	0.13

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	461	170	338	702	277	210	991	242	285	1443	228
v/c Ratio	0.53	0.66	0.41	0.84	0.78	0.56	0.68	0.49	0.34	0.74	0.67	0.31
Control Delay	73.4	57.8	17.4	81.4	56.4	27.0	74.5	35.2	12.5	73.8	37.4	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	57.8	17.4	81.4	56.4	27.0	74.5	35.2	12.5	73.8	37.4	15.7
Queue Length 50th (ft)	58	215	37	162	325	116	100	254	44	136	398	61
Queue Length 95th (ft)	89	245	93	#214	361	188	138	342	124	176	519	143
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	564	426	1064	562	438	2015	719	456	2158	732
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.43	0.30	0.79	0.66	0.49	0.48	0.49	0.34	0.63	0.67	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	100	795	287	176	862	158	227	306	106	244	546	139
v/c Ratio	0.57	0.76	0.54	0.78	1.44	0.28	0.87	0.61	0.21	0.90	1.06	0.28
Control Delay	68.7	47.9	30.8	77.0	240.8	15.9	84.6	48.0	7.7	88.1	103.2	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	47.9	30.8	77.0	240.8	15.9	84.6	48.0	7.7	88.1	103.2	15.9
Queue Length 50th (ft)	83	323	138	145	~970	39	186	229	0	203	~529	30
Queue Length 95th (ft)	129	380	216	203	#1162	87	#275	303	38	#306	#673	74
Internal Link Dist (ft)		5383			1263			627				5240
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1049	534	283	599	571	285	502	504	285	513	502
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.76	0.54	0.62	1.44	0.28	0.80	0.61	0.21	0.86	1.06	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

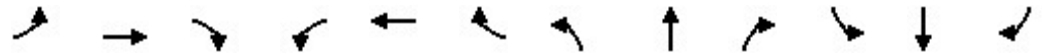
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	824	161	257	782	136	134	233	159	183	458	242
v/c Ratio	0.50	0.81	0.31	0.71	0.70	0.24	0.72	0.28	0.34	0.28	0.40	0.42
Control Delay	68.7	53.7	15.3	71.2	45.3	10.2	80.0	44.0	12.5	50.3	39.2	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	53.7	15.3	71.2	45.3	10.2	80.0	44.0	12.5	50.3	39.2	23.4
Queue Length 50th (ft)	59	356	34	118	314	17	120	91	19	76	175	93
Queue Length 95th (ft)	86	407	82	147	356	55	169	119	64	104	221	161
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	592	1012	523	598	1124	576	294	826	469	656	1135	582
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.81	0.31	0.43	0.70	0.24	0.46	0.28	0.34	0.28	0.40	0.42

Intersection Summary

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	107	293	349	514	942	266
v/c Ratio	0.50	0.66	0.67	0.19	0.63	0.37
Control Delay	43.1	11.9	33.6	3.2	22.5	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	11.9	33.6	3.2	22.5	12.4
Queue Length 50th (ft)	55	0	165	30	197	52
Queue Length 95th (ft)	83	33	196	44	239	94
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	678	518	2694	1490	727
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.43	0.67	0.19	0.63	0.37
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	47	405	392	77	459	207	176	531	23	80	946	83
v/c Ratio	0.41	0.72	0.54	0.57	0.74	0.34	0.78	0.36	0.03	0.58	0.73	0.13
Control Delay	77.9	54.1	9.0	82.5	52.4	14.8	84.8	32.3	0.1	83.1	46.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.9	54.1	9.0	82.5	52.4	14.8	84.8	32.3	0.1	83.1	46.4	1.1
Queue Length 50th (ft)	45	351	31	74	403	52	169	185	0	77	422	0
Queue Length 95th (ft)	86	437	104	124	488	106	234	261	0	127	#615	2
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	365	572	726	309	623	611	362	1468	697	306	1298	647
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.71	0.54	0.25	0.74	0.34	0.49	0.36	0.03	0.26	0.73	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	320	173	49	470	117	143	632	173	1302
v/c Ratio	0.12	0.70	0.36	0.34	0.84	0.21	0.67	0.44	0.80	0.89
Control Delay	55.7	50.4	12.5	61.0	55.4	5.0	68.0	29.6	80.1	44.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	50.4	12.5	61.0	55.4	5.0	68.0	29.6	80.1	44.4
Queue Length 50th (ft)	13	248	30	38	340	0	113	187	136	487
Queue Length 95th (ft)	37	307	80	79	470	35	174	280	#240	#841
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	572	567	155	596	594	294	1424	231	1464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.56	0.31	0.32	0.79	0.20	0.49	0.44	0.75	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1116	544	2106	472	78	776
v/c Ratio	0.28	0.46	0.58	0.37	0.08	0.95
Control Delay	11.9	2.2	11.6	1.3	35.2	65.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	2.2	11.6	1.3	35.2	65.0
Queue Length 50th (ft)	120	0	350	7	25	344
Queue Length 95th (ft)	139	42	388	38	45	#486
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	3943	1183	3627	1283	957	815
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.46	0.58	0.37	0.08	0.95

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	999	248	2172	92	514	664
v/c Ratio	0.34	0.16	0.49	0.09	0.34	0.67
Control Delay	13.1	0.2	16.1	2.5	35.3	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	0.2	16.1	2.5	35.3	30.5
Queue Length 50th (ft)	136	0	250	0	118	196
Queue Length 95th (ft)	157	0	274	23	151	272
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1583	4454	973	1520	987
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.16	0.49	0.09	0.34	0.67
Intersection Summary						

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	383	954	268	163	1143	190	269	461	212	441	778
v/c Ratio	0.82	0.58	0.39	0.55	0.82	0.38	0.72	0.27	0.63	0.25	0.58
Control Delay	79.6	45.3	6.3	75.0	58.4	24.3	77.7	31.7	75.9	38.1	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.6	45.3	6.3	75.0	58.4	24.3	77.7	31.7	75.9	38.1	10.4
Queue Length 50th (ft)	196	293	4	83	400	72	138	104	109	117	68
Queue Length 95th (ft)	250	350	73	122	473	152	183	141	151	156	148
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1641	687	553	1400	502	664	1733	671	1735	1342
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.58	0.39	0.29	0.82	0.38	0.41	0.27	0.32	0.25	0.58

Intersection Summary

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - AM Pk Hr

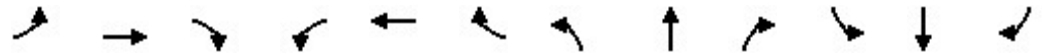


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	33	598	146	39	466	385	217	101	40	193	176
v/c Ratio	0.33	0.47	0.24	0.38	0.70	0.62	0.81	0.17	0.07	0.79	0.31
Control Delay	76.6	38.9	16.9	78.1	47.7	35.7	83.5	39.9	0.2	84.5	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	38.9	16.9	78.1	47.7	35.7	83.5	39.9	0.2	84.5	42.0
Queue Length 50th (ft)	32	242	45	38	397	251	208	70	0	185	126
Queue Length 95th (ft)	69	295	98	77	517	360	287	134	2	262	220
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	1267	616	365	670	622	365	610	571	358	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.47	0.24	0.11	0.70	0.62	0.59	0.17	0.07	0.54	0.31

Intersection Summary

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	10	44	209	18	71	32	188	663	27	21	520	12
v/c Ratio	0.10	0.27	0.63	0.17	0.36	0.12	0.63	0.25	0.02	0.20	0.15	0.01
Control Delay	62.3	60.0	16.0	64.4	59.7	1.0	55.5	18.9	6.3	65.0	10.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	60.0	16.0	64.4	59.7	1.0	55.5	18.9	6.3	65.0	10.3	0.0
Queue Length 50th (ft)	9	37	0	15	60	0	84	191	1	18	52	0
Queue Length 95th (ft)	28	73	75	42	108	0	121	351	18	47	105	0
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	50		20	240		155	250		205
Base Capacity (vph)	201	609	658	209	609	586	383	2637	1207	194	3378	1087
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.07	0.32	0.09	0.12	0.05	0.49	0.25	0.02	0.11	0.15	0.01

Intersection Summary

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	65	145	48	146	193	851	41	63	761	14
v/c Ratio	0.13	0.32	0.48	0.41	0.53	0.63	0.26	0.04	0.49	0.29	0.02
Control Delay	63.2	58.2	13.2	70.4	55.6	62.2	13.6	0.1	64.6	19.1	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	58.2	13.2	70.4	55.6	62.2	13.6	0.1	64.6	19.1	0.7
Queue Length 50th (ft)	12	55	0	41	108	160	113	0	45	139	0
Queue Length 95th (ft)	34	93	56	81	173	233	187	0	67	219	2
Internal Link Dist (ft)		1692			5395		5238			2622	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	184	612	618	203	593	305	3258	1059	194	2630	855
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.23	0.24	0.25	0.63	0.26	0.04	0.32	0.29	0.02

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	268	733	131	362	632	323	297	1470	502	351	1065	210
v/c Ratio	0.72	0.79	0.26	0.86	0.63	0.57	0.76	0.87	0.74	0.81	0.61	0.34
Control Delay	74.0	56.7	9.3	82.7	48.5	23.7	75.7	53.0	31.3	76.7	43.1	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	56.7	9.3	82.7	48.5	23.7	75.7	53.0	31.3	76.7	43.1	17.2
Queue Length 50th (ft)	128	342	9	174	273	119	142	489	239	167	311	55
Queue Length 95th (ft)	172	392	59	#248	331	216	191	#647	#446	#233	396	137
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	570	439	1090	602	451	1690	677	461	1744	619
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.67	0.23	0.82	0.58	0.54	0.66	0.87	0.74	0.76	0.61	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	1055	165	113	933	216	210	526	161	162	372	111
v/c Ratio	0.70	0.92	0.29	0.61	1.61	0.39	0.83	0.93	0.28	0.74	0.70	0.22
Control Delay	71.7	56.4	16.8	69.8	315.3	23.2	80.6	69.8	11.6	73.9	50.9	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.7	56.4	16.8	69.8	315.3	23.2	80.6	69.8	11.6	73.9	50.9	11.4
Queue Length 50th (ft)	121	445	43	93	~1122	79	172	432	21	133	286	12
Queue Length 95th (ft)	186	#633	106	152	#1449	163	#276	#713	81	203	408	60
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1145	575	291	578	555	288	563	567	288	529	516
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.92	0.29	0.39	1.61	0.39	0.73	0.93	0.28	0.56	0.70	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	196	908	163	173	920	149	214	413	184	138	279	164
v/c Ratio	0.63	0.76	0.27	0.59	0.78	0.25	0.83	0.47	0.38	0.23	0.28	0.31
Control Delay	70.6	47.1	13.9	70.1	48.4	12.4	82.9	47.1	20.2	50.8	41.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	47.1	13.9	70.1	48.4	12.4	82.9	47.1	20.2	50.8	41.7	15.9
Queue Length 50th (ft)	90	386	34	79	396	26	191	170	53	56	106	35
Queue Length 95th (ft)	129	485	94	117	499	82	276	223	124	88	152	100
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	1190	596	610	1181	601	314	884	479	611	995	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.76	0.27	0.28	0.78	0.25	0.68	0.47	0.38	0.23	0.28	0.31

Intersection Summary

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	111	110	194	1000	673	91
v/c Ratio	0.52	0.38	0.53	0.37	0.37	0.11
Control Delay	43.4	11.0	36.0	4.1	13.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	11.0	36.0	4.1	13.9	5.9
Queue Length 50th (ft)	57	0	94	70	104	8
Queue Length 95th (ft)	91	33	139	103	145	29
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	549	368	2716	1828	847
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.20	0.53	0.37	0.37	0.11

Intersection Summary

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	502	418	46	478	79	332	938	49	46	588	51
v/c Ratio	0.48	0.75	0.55	0.40	0.73	0.12	0.90	0.61	0.07	0.40	0.61	0.10
Control Delay	79.7	51.0	13.4	77.4	50.5	0.6	84.7	37.1	0.2	77.3	52.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	51.0	13.4	77.4	50.5	0.6	84.7	37.1	0.2	77.3	52.4	0.4
Queue Length 50th (ft)	57	445	88	44	419	0	309	375	0	44	274	0
Queue Length 95th (ft)	105	570	192	88	545	2	#500	501	0	88	350	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	671	764	309	657	637	384	1529	723	312	969	517
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.75	0.55	0.15	0.73	0.12	0.86	0.61	0.07	0.15	0.61	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	388	191	39	350	126	160	1338	116	958
v/c Ratio	0.17	0.84	0.39	0.27	0.75	0.26	0.70	0.82	0.60	0.61
Control Delay	56.7	60.1	14.9	59.4	53.5	6.5	68.0	37.2	66.1	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	60.1	14.9	59.4	53.5	6.5	68.0	37.2	66.1	32.8
Queue Length 50th (ft)	18	299	40	30	263	0	126	518	92	332
Queue Length 95th (ft)	47	381	97	68	339	43	192	#827	151	#542
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	592	584	157	592	591	304	1629	232	1566
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.66	0.33	0.25	0.59	0.21	0.53	0.82	0.50	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1773	551	1959	426	74	345
v/c Ratio	0.38	0.42	0.46	0.33	0.12	0.67
Control Delay	7.8	1.6	8.3	0.7	44.6	52.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	1.6	8.3	0.7	44.6	52.3
Queue Length 50th (ft)	150	0	184	0	27	145
Queue Length 95th (ft)	210	37	258	0	47	190
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4651	1304	4279	1295	1310	1083
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.42	0.46	0.33	0.06	0.32
Intersection Summary						

Queues
14: SR-168 EB Ramps & Herndon Avenue



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1507	378	1878	205	536	1018
v/c Ratio	0.52	0.24	0.43	0.21	0.33	1.07
Control Delay	17.9	0.3	16.4	2.2	33.7	88.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	0.3	16.4	2.2	33.7	88.9
Queue Length 50th (ft)	271	0	214	0	120	~521
Queue Length 95th (ft)	312	0	237	34	153	#669
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1599	4336	998	1643	953
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.24	0.43	0.21	0.33	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	705	1488	344	332	1184	211	405	875	329	376	504
v/c Ratio	1.26	1.00	0.56	0.78	0.92	0.44	0.81	0.53	0.77	0.24	0.42
Control Delay	182.1	77.8	21.2	78.3	68.0	26.9	76.9	40.6	78.2	41.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	182.1	77.8	21.2	78.3	68.0	26.9	76.9	40.6	78.2	41.8	4.4
Queue Length 50th (ft)	~459	~557	108	170	430	88	207	242	169	105	0
Queue Length 95th (ft)	#588	#732	225	218	#510	170	258	304	217	143	48
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1486	615	559	1292	476	677	1639	671	1558	1193
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.26	1.00	0.56	0.59	0.92	0.44	0.60	0.53	0.49	0.24	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	616	169	55	694	135	297	128	80	116	174
v/c Ratio	0.42	0.45	0.26	0.48	0.95	0.20	0.90	0.20	0.13	0.69	0.38
Control Delay	79.2	36.6	18.8	80.8	67.9	15.0	88.1	37.2	7.8	85.3	48.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	36.6	18.8	80.8	67.9	15.0	88.1	37.2	7.8	85.3	48.1
Queue Length 50th (ft)	44	239	59	53	666	36	282	89	0	112	137
Queue Length 95th (ft)	86	311	124	100	#975	89	#421	151	40	176	215
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	1374	662	369	731	668	369	640	597	369	458
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.45	0.26	0.15	0.95	0.20	0.80	0.20	0.13	0.31	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	25	101	250	46	486	84	478	478	30	71	664	98
v/c Ratio	0.23	0.19	0.39	0.40	0.85	0.15	0.71	0.30	0.04	0.53	0.42	0.17
Control Delay	65.9	35.0	5.4	70.2	57.4	2.8	44.2	32.4	7.4	73.7	38.4	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	35.0	5.4	70.2	57.4	2.8	44.2	32.4	7.4	73.7	38.4	5.4
Queue Length 50th (ft)	21	64	0	40	398	0	220	201	2	61	174	0
Queue Length 95th (ft)	52	102	57	81	488	20	m#393	m263	m15	111	215	34
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	50		20	240		155	250		205
Base Capacity (vph)	203	631	703	209	632	610	669	1620	785	192	1573	566
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.16	0.36	0.22	0.77	0.14	0.71	0.30	0.04	0.37	0.42	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	170	272	108	566	149	865	22	60	873	86
v/c Ratio	0.57	0.27	0.38	0.68	0.93	0.83	0.48	0.03	0.47	0.56	0.15
Control Delay	75.5	34.3	5.3	80.1	64.6	94.0	36.2	0.1	91.3	22.9	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	34.3	5.3	80.1	64.6	94.0	36.2	0.1	91.3	22.9	0.7
Queue Length 50th (ft)	67	108	0	93	460	129	222	0	55	103	0
Queue Length 95th (ft)	120	174	63	154	#723	#240	279	0	105	127	1
Internal Link Dist (ft)		1692			5395		5238			2622	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	180	631	716	199	609	192	1803	639	194	1566	558
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.27	0.38	0.54	0.93	0.78	0.48	0.03	0.31	0.56	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



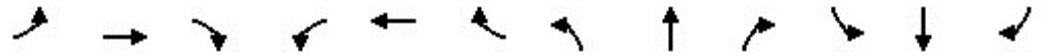
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	442	311	335	664	260	424	996	348	280	1450	229
v/c Ratio	0.53	0.66	0.63	0.84	0.77	0.54	0.76	0.48	0.45	0.73	0.79	0.36
Control Delay	73.4	58.9	19.1	81.2	56.6	25.9	66.9	34.0	12.7	73.8	46.7	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	58.9	19.1	81.2	56.6	25.9	66.9	34.0	12.7	73.8	46.7	19.1
Queue Length 50th (ft)	58	207	61	160	307	102	198	251	64	134	452	70
Queue Length 95th (ft)	92	246	154	#225	357	183	255	347	180	178	#638	163
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	643	426	1058	560	560	2067	776	455	1828	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.41	0.48	0.79	0.63	0.46	0.76	0.48	0.45	0.62	0.79	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	96	739	396	138	760	152	237	337	91	360	970	134
v/c Ratio	0.56	0.67	0.69	0.68	1.26	0.26	0.89	0.69	0.19	1.26	1.91	0.27
Control Delay	68.4	43.6	35.7	72.0	168.2	15.1	86.8	51.9	8.0	187.4	446.8	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	43.6	35.7	72.0	168.2	15.1	86.8	51.9	8.0	187.4	446.8	15.2
Queue Length 50th (ft)	80	284	211	114	~788	35	196	257	0	~380	~1272	27
Queue Length 95th (ft)	134	379	354	178	#1091	94	#333	367	42	#576	#1527	81
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1099	571	283	602	574	285	487	481	285	507	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.67	0.69	0.49	1.26	0.26	0.83	0.69	0.19	1.26	1.91	0.27

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	778	228	345	734	165	127	154	188	129	475	224
v/c Ratio	0.36	0.85	0.47	0.77	0.65	0.28	0.70	0.19	0.37	0.20	0.41	0.38
Control Delay	66.3	58.6	25.7	70.1	43.3	12.2	79.6	42.6	7.7	49.2	39.0	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	58.6	25.7	70.1	43.3	12.2	79.6	42.6	7.7	49.2	39.0	21.3
Queue Length 50th (ft)	40	343	87	158	289	30	114	58	0	52	181	77
Queue Length 95th (ft)	69	#466	177	205	360	86	177	91	62	84	251	165
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	592	924	487	598	1137	587	294	826	511	660	1151	588
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.84	0.47	0.58	0.65	0.28	0.43	0.19	0.37	0.20	0.41	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	88	254	308	440	905	314
v/c Ratio	0.44	0.63	0.61	0.16	0.59	0.41
Control Delay	41.9	12.3	32.5	2.9	20.4	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	12.3	32.5	2.9	20.4	11.2
Queue Length 50th (ft)	45	0	145	23	177	55
Queue Length 95th (ft)	86	65	223	44	271	136
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	651	504	2718	1543	767
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.39	0.61	0.16	0.59	0.41
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour

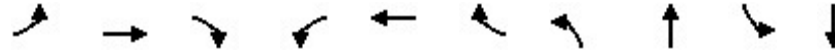


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	66	435	389	75	512	253	175	463	23	125	796	117
v/c Ratio	0.52	0.64	0.50	0.56	0.71	0.37	0.77	0.39	0.04	0.71	0.73	0.21
Control Delay	81.1	45.6	9.6	82.4	47.1	17.9	84.9	39.8	0.1	86.0	51.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.1	45.6	9.6	82.4	47.1	17.9	84.9	39.8	0.1	86.0	51.6	5.4
Queue Length 50th (ft)	64	351	44	73	431	81	168	182	0	121	366	0
Queue Length 95th (ft)	114	498	143	126	602	166	243	247	0	187	476	38
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	365	676	778	309	720	686	362	1185	583	306	1092	566
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.64	0.50	0.24	0.71	0.37	0.48	0.39	0.04	0.41	0.73	0.21

Intersection Summary

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	317	210	50	455	118	303	625	176	1203
v/c Ratio	0.11	0.70	0.43	0.35	0.82	0.21	0.84	0.44	0.81	1.03
Control Delay	55.4	50.6	14.6	61.3	53.8	5.2	68.8	29.1	81.0	76.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	50.6	14.6	61.3	53.8	5.2	68.8	29.1	81.0	76.4
Queue Length 50th (ft)	11	246	44	39	327	0	227	183	138	~575
Queue Length 95th (ft)	34	309	103	80	459	37	#444	278	#252	#774
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	572	578	155	596	594	361	1421	231	1166
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.55	0.36	0.32	0.76	0.20	0.84	0.44	0.76	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

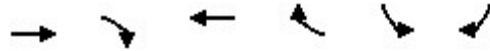
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1313	956	2226	494	83	837
v/c Ratio	0.33	0.71	0.61	0.39	0.09	1.04
Control Delay	12.4	4.1	12.4	1.4	35.3	87.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	4.1	12.4	1.4	35.3	87.4
Queue Length 50th (ft)	146	0	383	11	26	~421
Queue Length 95th (ft)	168	49	425	43	47	#563
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	3943	1341	3642	1283	957	802
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.71	0.61	0.39	0.09	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1172	254	2251	101	528	657
v/c Ratio	0.39	0.16	0.51	0.10	0.35	0.70
Control Delay	13.8	0.2	16.4	2.4	35.4	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	0.2	16.4	2.4	35.4	35.6
Queue Length 50th (ft)	161	0	262	0	121	223
Queue Length 95th (ft)	181	0	287	24	155	301
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1583	4454	976	1520	941
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.16	0.51	0.10	0.35	0.70
Intersection Summary						

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	411	1006	391	211	1196	197	409	650	212	488	723
v/c Ratio	0.84	0.63	0.52	0.65	0.87	0.40	0.81	0.37	0.63	0.32	0.59
Control Delay	80.8	47.4	8.1	77.3	62.3	26.0	76.9	35.2	75.9	43.3	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.8	47.4	8.1	77.3	62.3	26.0	76.9	35.2	75.9	43.3	13.0
Queue Length 50th (ft)	210	316	20	108	429	80	209	162	109	140	78
Queue Length 95th (ft)	269	382	114	150	#525	161	260	209	151	185	161
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1602	746	553	1370	492	664	1736	671	1541	1216
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.63	0.52	0.38	0.87	0.40	0.62	0.37	0.32	0.32	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	714	281	78	482	402	222	104	42	356	589
v/c Ratio	0.48	0.57	0.46	0.58	0.68	0.62	0.81	0.24	0.10	0.97	1.13
Control Delay	81.0	42.0	29.8	83.8	46.1	35.2	83.3	49.1	1.1	98.2	127.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	42.0	29.8	83.8	46.1	35.2	83.3	49.1	1.1	98.2	127.6
Queue Length 50th (ft)	53	294	150	75	398	257	213	84	0	351	~679
Queue Length 95th (ft)	100	378	251	129	556	395	293	140	4	#563	#1018
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	1243	606	365	704	650	365	428	425	367	521
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.57	0.46	0.21	0.68	0.62	0.61	0.24	0.10	0.97	1.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

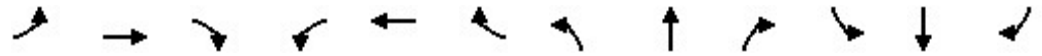
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	10	136	195	18	112	61	180	672	79	73	517	13
v/c Ratio	0.10	0.57	0.52	0.17	0.42	0.19	0.61	0.28	0.07	0.53	0.16	0.01
Control Delay	62.3	64.3	11.9	64.5	56.0	1.8	50.5	25.3	14.1	73.7	12.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	64.3	11.9	64.5	56.0	1.8	50.5	25.3	14.1	73.7	12.5	0.0
Queue Length 50th (ft)	9	114	0	15	92	0	80	248	19	63	58	0
Queue Length 95th (ft)	28	177	69	42	150	3	119	366	75	113	113	0
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	50		20	240		155	250		205
Base Capacity (vph)	201	609	649	209	609	592	360	2364	1096	194	3188	1034
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.22	0.30	0.09	0.18	0.10	0.50	0.28	0.07	0.38	0.16	0.01

Intersection Summary

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	128	146	139	200	195	842	196	113	743	14
v/c Ratio	0.13	0.58	0.46	0.78	0.52	0.67	0.31	0.22	0.66	0.32	0.02
Control Delay	63.2	66.1	12.5	86.3	49.7	64.6	20.2	8.7	68.7	22.0	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	66.1	12.5	86.3	49.7	64.6	20.2	8.7	68.7	22.0	0.7
Queue Length 50th (ft)	12	109	0	119	138	163	151	31	97	157	0
Queue Length 95th (ft)	35	167	61	#206	229	242	221	91	104	230	2
Internal Link Dist (ft)		1692			5395		5238			2622	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	184	612	619	203	592	292	2716	904	204	2347	777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.21	0.24	0.68	0.34	0.67	0.31	0.22	0.55	0.32	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	282	724	412	378	636	328	312	1544	523	348	1118	220
v/c Ratio	0.74	0.77	0.74	0.89	0.63	0.57	0.78	0.92	0.78	0.81	0.66	0.36
Control Delay	74.4	55.6	33.4	85.2	48.4	24.1	76.2	57.5	34.2	76.9	44.9	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	55.6	33.4	85.2	48.4	24.1	76.2	57.5	34.2	76.9	44.9	18.5
Queue Length 50th (ft)	135	335	197	183	276	123	149	525	267	165	334	63
Queue Length 95th (ft)	181	387	308	#265	334	220	200	#700	#492	#225	420	149
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	621	439	1090	602	453	1673	672	459	1706	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.66	0.66	0.86	0.58	0.54	0.69	0.92	0.78	0.76	0.66	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	155	1031	234	98	935	227	337	732	135	171	542	116
v/c Ratio	0.72	0.88	0.40	0.56	1.63	0.41	1.17	1.31	0.25	0.76	1.10	0.24
Control Delay	72.8	52.0	22.8	68.4	323.6	24.5	154.4	191.1	14.6	75.2	116.5	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	52.0	22.8	68.4	323.6	24.5	154.4	191.1	14.6	75.2	116.5	12.4
Queue Length 50th (ft)	128	425	88	81	~1133	88	~337	~798	26	141	~518	15
Queue Length 95th (ft)	195	#594	172	137	#1456	174	#528	#1091	82	214	#742	64
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1165	583	291	573	551	288	557	538	288	491	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.88	0.40	0.34	1.63	0.41	1.17	1.31	0.25	0.59	1.10	0.24

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	106	946	172	302	962	107	234	521	385	115	174	113
v/c Ratio	0.42	0.88	0.31	0.74	0.78	0.17	0.86	0.59	0.76	0.19	0.18	0.22
Control Delay	67.1	57.6	16.9	70.5	46.4	6.1	85.0	49.8	41.3	50.3	41.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	57.6	16.9	70.5	46.4	6.1	85.0	49.8	41.3	50.3	41.0	8.1
Queue Length 50th (ft)	48	432	43	139	410	0	208	222	211	46	65	0
Queue Length 95th (ft)	79	#601	111	184	502	42	#319	283	341	76	100	50
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	1072	548	610	1241	625	314	884	504	610	965	514
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.88	0.31	0.50	0.78	0.17	0.75	0.59	0.76	0.19	0.18	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	160	117	179	1114	577	75
v/c Ratio	0.62	0.35	0.55	0.42	0.32	0.09
Control Delay	44.4	9.3	38.5	5.3	13.6	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.3	38.5	5.3	13.6	5.7
Queue Length 50th (ft)	82	0	88	95	90	5
Queue Length 95th (ft)	134	42	152	163	143	29
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	554	327	2630	1826	844
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.21	0.55	0.42	0.32	0.09

Intersection Summary

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	74	632	439	57	501	373	349	829	51	117	535	33
v/c Ratio	0.55	0.86	0.56	0.47	0.73	0.57	0.96	0.68	0.08	0.69	0.63	0.07
Control Delay	81.9	56.1	18.6	79.7	49.5	28.1	97.6	46.1	0.3	85.2	55.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.9	56.1	18.6	79.7	49.5	28.1	97.6	46.1	0.3	85.2	55.6	0.3
Queue Length 50th (ft)	71	576	145	55	422	187	340	364	0	113	251	0
Queue Length 95th (ft)	124	#850	271	102	589	310	#538	466	0	177	316	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	735	777	309	683	657	369	1227	601	312	849	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.86	0.56	0.18	0.73	0.57	0.95	0.68	0.08	0.38	0.63	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	439	201	41	367	133	284	1275	136	926
v/c Ratio	0.12	0.87	0.39	0.29	0.62	0.23	0.86	0.88	0.68	0.77
Control Delay	55.6	61.4	15.1	59.7	41.4	6.6	74.1	44.1	70.2	44.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	61.4	15.1	59.7	41.4	6.6	74.1	44.1	70.2	44.4
Queue Length 50th (ft)	13	335	45	32	223	2	216	518	108	384
Queue Length 95th (ft)	37	440	105	70	354	49	#401	#771	175	#515
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	593	585	157	637	626	334	1453	231	1205
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.74	0.34	0.26	0.58	0.21	0.85	0.88	0.59	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1865	615	2546	551	78	410
v/c Ratio	0.42	0.47	0.61	0.43	0.11	0.70
Control Delay	9.5	2.0	11.9	1.0	41.8	51.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	2.0	11.9	1.0	41.8	51.6
Queue Length 50th (ft)	183	0	324	0	28	173
Queue Length 95th (ft)	246	41	429	0	47	221
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4492	1298	4179	1295	1310	1083
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.47	0.61	0.43	0.06	0.38
Intersection Summary						

Queues
14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1573	409	2348	221	812	964
v/c Ratio	0.54	0.26	0.54	0.22	0.49	1.02
Control Delay	18.2	0.4	18.0	2.1	36.4	74.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	0.4	18.0	2.1	36.4	74.8
Queue Length 50th (ft)	288	0	291	0	194	~472
Queue Length 95th (ft)	330	0	317	35	236	#619
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1599	4336	1005	1643	948
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.26	0.54	0.22	0.49	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	639	1561	364	340	1482	210	634	943	339	376	479
v/c Ratio	1.14	1.06	0.59	0.78	1.15	0.45	0.95	0.58	0.78	0.29	0.45
Control Delay	140.1	92.5	23.4	78.2	126.3	31.1	86.6	41.8	78.0	47.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	140.1	92.5	23.4	78.2	126.3	31.1	86.6	41.8	78.0	47.0	5.0
Queue Length 50th (ft)	~388	~632	127	174	~642	102	329	267	174	113	0
Queue Length 95th (ft)	#513	#793	252	222	#739	187	#445	331	222	146	48
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1474	613	559	1292	463	677	1624	671	1319	1069
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	1.06	0.59	0.61	1.15	0.45	0.94	0.58	0.51	0.29	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) NP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	633	169	76	704	297	336	389	114	163	294
v/c Ratio	0.49	0.49	0.27	0.58	0.98	0.45	0.94	0.66	0.20	0.76	0.67
Control Delay	81.3	39.5	19.8	83.4	73.7	28.4	94.0	51.8	10.4	85.1	60.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	39.5	19.8	83.4	73.7	28.4	94.0	51.8	10.4	85.1	60.3
Queue Length 50th (ft)	55	252	60	73	~696	161	325	330	10	157	262
Queue Length 95th (ft)	102	328	127	126	#1015	262	#510	480	60	229	371
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	1283	623	369	721	661	369	592	571	369	437
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.49	0.27	0.21	0.98	0.45	0.91	0.66	0.20	0.44	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	25	101	255	46	486	84	495	491	30	71	668	98
v/c Ratio	0.23	0.19	0.40	0.40	0.85	0.15	0.71	0.30	0.04	0.53	0.43	0.18
Control Delay	65.9	35.0	5.4	70.2	57.4	2.8	42.8	32.1	7.1	73.7	39.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	35.0	5.4	70.2	57.4	2.8	42.8	32.1	7.1	73.7	39.1	5.5
Queue Length 50th (ft)	21	64	0	40	398	0	228	207	2	61	175	0
Queue Length 95th (ft)	52	102	57	81	488	20	m#407	m267	m13	111	216	34
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	50		20	240		155	250		205
Base Capacity (vph)	203	631	706	209	632	610	694	1620	785	192	1536	555
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.16	0.36	0.22	0.77	0.14	0.71	0.30	0.04	0.37	0.43	0.18

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	171	272	108	583	149	882	22	64	878	86
v/c Ratio	0.57	0.27	0.38	0.68	0.94	0.83	0.50	0.04	0.49	0.57	0.16
Control Delay	75.5	34.0	5.2	80.1	66.1	94.0	37.1	0.1	91.5	23.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	34.0	5.2	80.1	66.1	94.0	37.1	0.1	91.5	23.3	0.7
Queue Length 50th (ft)	67	108	0	93	480	129	228	0	59	104	0
Queue Length 95th (ft)	120	175	63	154	#757	#240	286	0	109	128	1
Internal Link Dist (ft)		1692			5395		5238			2622	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	180	643	724	199	620	192	1762	627	194	1534	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.27	0.38	0.54	0.94	0.78	0.50	0.04	0.33	0.57	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	455	311	338	701	276	424	996	349	286	1450	229
v/c Ratio	0.53	0.65	0.63	0.84	0.78	0.56	0.77	0.49	0.46	0.74	0.81	0.36
Control Delay	73.4	57.7	19.3	81.4	56.6	27.2	67.8	35.2	13.1	73.6	47.8	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	57.7	19.3	81.4	56.6	27.2	67.8	35.2	13.1	73.6	47.8	19.4
Queue Length 50th (ft)	58	212	65	162	325	116	198	255	66	137	458	71
Queue Length 95th (ft)	92	251	158	#228	374	199	258	353	183	182	#638	163
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	639	426	1060	561	553	2015	763	456	1795	630
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.43	0.49	0.79	0.66	0.49	0.77	0.49	0.46	0.63	0.81	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	96	760	396	165	820	152	237	337	100	360	970	134
v/c Ratio	0.56	0.72	0.72	0.75	1.36	0.26	0.89	0.69	0.21	1.26	1.91	0.27
Control Delay	68.4	46.0	38.0	75.1	208.6	15.1	86.8	51.9	7.9	187.4	446.8	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	46.0	38.0	75.1	208.6	15.1	86.8	51.9	7.9	187.4	446.8	15.2
Queue Length 50th (ft)	80	302	219	136	~893	35	196	257	0	~380	~1272	27
Queue Length 95th (ft)	134	395	#383	207	#1199	94	#333	367	44	#576	#1527	81
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1062	553	283	602	574	285	487	487	285	507	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.72	0.72	0.58	1.36	0.26	0.83	0.69	0.21	1.26	1.91	0.27

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	778	228	345	734	180	127	214	188	173	649	311
v/c Ratio	0.47	0.84	0.47	0.76	0.65	0.30	0.70	0.26	0.38	0.26	0.57	0.53
Control Delay	68.2	58.0	25.6	70.0	43.6	12.4	79.6	43.6	10.3	50.2	42.3	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	58.0	25.6	70.0	43.6	12.4	79.6	43.6	10.3	50.2	42.3	29.2
Queue Length 50th (ft)	55	343	87	158	289	33	114	83	13	71	263	151
Queue Length 95th (ft)	87	#467	177	205	366	93	177	121	78	108	352	268
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	592	925	487	622	1132	593	294	826	498	653	1144	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.84	0.47	0.55	0.65	0.30	0.43	0.26	0.38	0.26	0.57	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	92	254	308	496	1065	327
v/c Ratio	0.46	0.63	0.59	0.18	0.71	0.44
Control Delay	42.3	12.2	31.7	3.0	23.3	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	12.2	31.7	3.0	23.3	12.6
Queue Length 50th (ft)	47	0	144	27	226	66
Queue Length 95th (ft)	90	65	227	50	329	148
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	651	521	2715	1506	744
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.39	0.59	0.18	0.71	0.44
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	435	389	75	512	253	175	508	23	125	926	148
v/c Ratio	0.57	0.64	0.50	0.56	0.75	0.40	0.77	0.43	0.04	0.71	0.85	0.27
Control Delay	82.7	45.6	9.8	82.4	50.8	23.0	84.9	40.6	0.1	86.0	57.3	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.7	45.6	9.8	82.4	50.8	23.0	84.9	40.6	0.1	86.0	57.3	15.3
Queue Length 50th (ft)	74	351	46	73	436	105	168	202	0	121	447	31
Queue Length 95th (ft)	128	498	146	126	610	194	243	273	0	187	#630	94
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	365	676	776	321	680	636	362	1185	564	306	1092	546
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.64	0.50	0.23	0.75	0.40	0.48	0.43	0.04	0.41	0.85	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	317	210	50	455	118	303	667	176	1333
v/c Ratio	0.12	0.70	0.43	0.35	0.82	0.21	0.84	0.47	0.81	1.14
Control Delay	55.8	50.6	14.6	61.3	53.8	5.2	68.8	29.7	81.0	113.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	50.6	14.6	61.3	53.8	5.2	68.8	29.7	81.0	113.7
Queue Length 50th (ft)	13	246	44	39	327	0	227	198	138	~692
Queue Length 95th (ft)	37	309	103	80	459	37	#444	300	#252	#893
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	572	578	155	596	594	361	1423	231	1166
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.55	0.36	0.32	0.76	0.20	0.84	0.47	0.76	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1315	956	2300	506	83	837
v/c Ratio	0.33	0.71	0.62	0.39	0.09	1.08
Control Delay	11.8	4.0	12.3	1.5	36.2	97.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	4.0	12.3	1.5	36.2	97.7
Queue Length 50th (ft)	143	0	402	9	27	~432
Queue Length 95th (ft)	164	48	441	44	48	#575
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4002	1347	3686	1283	925	778
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.71	0.62	0.39	0.09	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1174	254	2338	101	528	684
v/c Ratio	0.40	0.16	0.52	0.10	0.35	0.73
Control Delay	13.8	0.2	16.7	2.4	35.4	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	0.2	16.7	2.4	35.4	37.1
Queue Length 50th (ft)	164	0	278	0	121	238
Queue Length 95th (ft)	185	0	302	24	155	318
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1583	4454	976	1520	940
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.16	0.52	0.10	0.35	0.73
Intersection Summary						

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	441	1006	391	211	1196	200	409	658	222	515	809
v/c Ratio	0.87	0.63	0.52	0.65	0.89	0.41	0.81	0.38	0.65	0.33	0.67
Control Delay	82.4	47.4	8.1	77.3	64.4	26.5	76.9	35.5	76.3	43.6	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.4	47.4	8.1	77.3	64.4	26.5	76.9	35.5	76.3	43.6	17.7
Queue Length 50th (ft)	225	316	20	108	436	83	209	165	114	149	130
Queue Length 95th (ft)	288	382	114	150	#525	165	260	212	156	195	226
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1602	746	553	1341	484	664	1728	671	1541	1216
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.63	0.52	0.38	0.89	0.41	0.62	0.38	0.33	0.33	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	732	294	78	489	402	226	104	42	356	589
v/c Ratio	0.48	0.58	0.48	0.58	0.68	0.61	0.82	0.24	0.10	0.99	1.16
Control Delay	81.0	41.8	30.4	83.8	45.8	34.9	83.5	49.1	1.1	104.2	139.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	41.8	30.4	83.8	45.8	34.9	83.5	49.1	1.1	104.2	139.4
Queue Length 50th (ft)	53	303	162	75	406	258	217	84	0	351	~683
Queue Length 95th (ft)	100	390	267	129	566	396	297	140	4	#563	#1019
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	1264	615	365	715	658	365	426	423	359	507
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.58	0.48	0.21	0.68	0.61	0.62	0.24	0.10	0.99	1.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

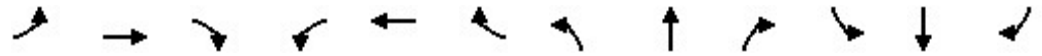
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	10	136	213	18	112	61	191	680	79	73	533	13
v/c Ratio	0.10	0.57	0.55	0.17	0.42	0.19	0.63	0.29	0.07	0.53	0.17	0.01
Control Delay	62.3	64.3	12.0	64.5	56.0	1.8	49.7	24.3	13.2	73.7	12.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	64.3	12.0	64.5	56.0	1.8	49.7	24.3	13.2	73.7	12.8	0.0
Queue Length 50th (ft)	9	114	0	15	92	0	85	250	20	63	61	0
Queue Length 95th (ft)	28	177	71	42	150	3	124	367	76	113	117	0
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	50		20	240		155	250		205
Base Capacity (vph)	201	609	661	209	609	592	363	2364	1096	194	3173	1030
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.22	0.32	0.09	0.18	0.10	0.53	0.29	0.07	0.38	0.17	0.01

Intersection Summary

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	132	146	139	211	195	853	196	128	762	14
v/c Ratio	0.13	0.58	0.45	0.78	0.54	0.67	0.32	0.22	0.69	0.33	0.02
Control Delay	63.2	65.6	12.2	86.3	49.3	64.6	21.3	9.3	68.0	22.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	65.6	12.2	86.3	49.3	64.6	21.3	9.3	68.0	22.5	0.6
Queue Length 50th (ft)	12	112	0	119	144	163	157	32	111	163	0
Queue Length 95th (ft)	35	170	60	#206	237	242	232	95	113	239	2
Internal Link Dist (ft)		1692			5395		5238			2622	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	184	612	619	203	591	292	2652	886	211	2330	772
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.22	0.24	0.68	0.36	0.67	0.32	0.22	0.61	0.33	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	282	765	412	380	661	338	312	1544	527	366	1118	220
v/c Ratio	0.74	0.79	0.73	0.89	0.63	0.58	0.78	0.96	0.80	0.84	0.67	0.37
Control Delay	74.4	55.5	33.8	85.6	47.6	24.6	76.2	63.3	36.2	78.7	46.2	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	55.5	33.8	85.6	47.6	24.6	76.2	63.3	36.2	78.7	46.2	18.9
Queue Length 50th (ft)	135	351	202	184	282	130	149	~571	280	174	343	64
Queue Length 95th (ft)	181	412	319	#269	348	234	200	#700	#499	#250	420	149
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	614	439	1091	603	453	1612	657	459	1658	595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.70	0.67	0.87	0.61	0.56	0.69	0.96	0.80	0.80	0.67	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	155	1099	234	116	975	227	337	732	166	171	542	116
v/c Ratio	0.72	0.96	0.41	0.62	1.70	0.41	1.17	1.31	0.31	0.76	1.10	0.24
Control Delay	72.8	63.0	23.6	70.0	353.6	24.5	154.4	191.1	18.2	75.2	116.5	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	63.0	23.6	70.0	353.6	24.5	154.4	191.1	18.2	75.2	116.5	12.4
Queue Length 50th (ft)	128	474	90	96	~1203	88	~337	~798	45	141	~518	15
Queue Length 95th (ft)	195	#678	175	155	#1528	174	#528	#1091	111	214	#742	64
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1140	573	291	573	551	288	557	540	288	491	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.96	0.41	0.40	1.70	0.41	1.17	1.31	0.31	0.59	1.10	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	201	946	172	302	962	155	234	712	385	143	287	169
v/c Ratio	0.64	0.88	0.31	0.74	0.82	0.26	0.86	0.81	0.80	0.23	0.30	0.33
Control Delay	70.6	57.7	16.9	70.5	50.3	13.3	85.0	57.8	48.8	50.9	42.6	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	57.7	16.9	70.5	50.3	13.3	85.0	57.8	48.8	50.9	42.6	17.0
Queue Length 50th (ft)	92	432	43	139	422	30	208	323	243	58	111	39
Queue Length 95th (ft)	131	#601	111	184	#537	88	#319	400	#399	91	157	105
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	1071	548	635	1177	599	314	884	479	610	965	515
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.88	0.31	0.48	0.82	0.26	0.75	0.81	0.80	0.23	0.30	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	175	117	179	1296	685	84
v/c Ratio	0.65	0.34	0.52	0.50	0.39	0.10
Control Delay	44.8	8.9	37.5	6.2	14.9	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	8.9	37.5	6.2	14.9	6.3
Queue Length 50th (ft)	89	0	87	125	114	8
Queue Length 95th (ft)	144	42	156	213	168	33
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	554	345	2605	1762	816
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.21	0.52	0.50	0.39	0.10
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	632	439	57	501	373	349	973	51	117	621	53
v/c Ratio	0.66	0.86	0.56	0.47	0.77	0.59	0.96	0.79	0.08	0.69	0.73	0.11
Control Delay	84.4	56.1	18.6	79.7	53.1	30.0	97.6	50.6	0.3	85.2	59.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	56.1	18.6	79.7	53.1	30.0	97.6	50.6	0.3	85.2	59.1	0.5
Queue Length 50th (ft)	103	576	145	55	434	193	340	452	0	113	299	0
Queue Length 95th (ft)	164	#850	271	102	#646	323	#538	#575	0	177	372	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	735	777	309	654	635	369	1227	601	312	849	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.86	0.56	0.18	0.77	0.59	0.95	0.79	0.08	0.38	0.73	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	439	201	41	367	133	284	1415	136	1014
v/c Ratio	0.18	0.87	0.39	0.29	0.67	0.24	0.86	0.97	0.68	0.84
Control Delay	56.9	61.4	15.1	59.7	45.3	6.8	74.1	55.5	70.2	47.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	61.4	15.1	59.7	45.3	6.8	74.1	55.5	70.2	47.9
Queue Length 50th (ft)	19	335	45	32	267	3	216	~653	108	~458
Queue Length 95th (ft)	49	440	105	70	354	49	#401	#897	175	#596
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	593	585	157	609	604	334	1455	231	1205
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.74	0.34	0.26	0.60	0.22	0.85	0.97	0.59	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1872	615	2590	561	78	410
v/c Ratio	0.42	0.47	0.62	0.43	0.11	0.70
Control Delay	9.5	2.0	12.1	1.1	41.8	51.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	2.0	12.1	1.1	41.8	51.6
Queue Length 50th (ft)	184	0	333	0	28	173
Queue Length 95th (ft)	247	41	441	0	47	221
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4492	1298	4173	1295	1310	1083
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.47	0.62	0.43	0.06	0.38
Intersection Summary						

Queues
14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1580	409	2404	221	812	1051
v/c Ratio	0.54	0.26	0.55	0.22	0.49	1.11
Control Delay	18.3	0.4	18.2	2.1	36.4	103.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	0.4	18.2	2.1	36.4	103.4
Queue Length 50th (ft)	290	0	301	0	194	~560
Queue Length 95th (ft)	332	0	327	35	236	#710
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1599	4336	1005	1643	947
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.26	0.55	0.22	0.49	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	732	1561	364	340	1482	221	634	973	345	394	535
v/c Ratio	1.31	1.06	0.59	0.78	1.15	0.48	0.95	0.60	0.78	0.30	0.49
Control Delay	200.5	92.5	23.4	78.2	126.3	32.6	86.6	42.8	78.0	47.3	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	200.5	92.5	23.4	78.2	126.3	32.6	86.6	42.8	78.0	47.3	5.9
Queue Length 50th (ft)	~489	~632	127	174	~642	113	329	280	177	119	7
Queue Length 95th (ft)	#618	#793	252	222	#739	200	#445	347	225	153	57
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1474	613	559	1292	463	677	1617	671	1319	1098
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.31	1.06	0.59	0.61	1.15	0.48	0.94	0.60	0.51	0.30	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	645	178	76	726	297	351	389	114	163	294
v/c Ratio	0.49	0.50	0.29	0.58	1.01	0.45	0.97	0.66	0.20	0.76	0.68
Control Delay	81.3	39.7	20.8	83.4	80.8	28.4	98.1	51.8	10.4	85.1	61.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	39.7	20.8	83.4	80.8	28.4	98.1	51.8	10.4	85.1	61.1
Queue Length 50th (ft)	55	258	67	73	~763	161	343	330	10	157	262
Queue Length 95th (ft)	102	335	136	126	#1062	262	#542	480	60	229	371
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	1283	623	369	721	661	369	592	571	369	430
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.50	0.29	0.21	1.01	0.45	0.95	0.66	0.20	0.44	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	92	261	18	351	70	479	401	18	82	571	113
v/c Ratio	0.28	0.19	0.43	0.17	0.80	0.14	0.83	0.22	0.02	0.60	0.27	0.15
Control Delay	67.8	38.4	6.4	64.4	62.0	0.6	58.3	31.0	4.3	77.7	29.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	38.4	6.4	64.4	62.0	0.6	58.3	31.0	4.3	77.7	29.9	2.6
Queue Length 50th (ft)	25	57	0	15	291	0	214	155	0	71	129	0
Queue Length 95th (ft)	49	86	26	35	302	0	229	177	m7	105	154	3
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	100		20	300		155	250		205
Base Capacity (vph)	105	579	673	104	554	575	685	1807	856	167	2079	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.16	0.39	0.17	0.63	0.12	0.70	0.22	0.02	0.49	0.27	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	85	159	257	20	236	106	718	20	61	735	94
v/c Ratio	0.66	0.35	0.44	0.19	0.71	0.65	0.27	0.02	0.48	0.30	0.12
Control Delay	84.3	44.6	7.1	64.9	59.7	76.4	20.5	0.1	82.5	13.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	44.6	7.1	64.9	59.7	76.4	20.5	0.1	82.5	13.9	0.5
Queue Length 50th (ft)	73	121	0	17	183	91	131	0	56	67	1
Queue Length 95th (ft)	114	153	35	40	218	129	164	0	90	87	1
Internal Link Dist (ft)	1692			5395			5238			2622	
Turn Bay Length (ft)	235		240	210	250		105	250	200		
Base Capacity (vph)	141	600	684	199	618	199	2638	879	194	2455	806
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.27	0.38	0.10	0.38	0.53	0.27	0.02	0.31	0.30	0.12

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	290	165	53	377	128	182	667	57	189	841	57
v/c Ratio	0.17	0.57	0.45	0.28	0.63	0.35	0.64	0.24	0.06	0.65	0.29	0.06
Control Delay	67.7	61.9	11.2	69.5	60.9	12.9	74.7	17.7	0.1	74.3	18.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	61.9	11.2	69.5	60.9	12.9	74.7	17.7	0.1	74.3	18.2	0.1
Queue Length 50th (ft)	15	136	0	25	181	7	87	117	0	90	152	0
Queue Length 95th (ft)	33	174	60	47	221	61	123	161	0	126	205	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		175	280		100	260		225	280		165
Base Capacity (vph)	459	1069	593	426	1058	550	438	2835	924	447	2898	942
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.27	0.28	0.12	0.36	0.23	0.42	0.24	0.06	0.42	0.29	0.06

Intersection Summary

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	426	181	82	412	108	151	179	58	123	189	35
v/c Ratio	0.26	0.48	0.39	0.51	0.79	0.21	0.71	0.24	0.09	0.65	0.27	0.05
Control Delay	60.4	42.1	20.0	67.1	54.6	9.5	72.6	31.1	2.2	71.1	32.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	42.1	20.0	67.1	54.6	9.5	72.6	31.1	2.2	71.1	32.8	0.1
Queue Length 50th (ft)	31	154	57	68	322	10	125	103	0	102	113	0
Queue Length 95th (ft)	64	181	104	110	375	43	176	175	7	150	188	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1008	517	283	535	520	285	735	680	285	712	661
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.42	0.35	0.29	0.77	0.21	0.53	0.24	0.09	0.43	0.27	0.05

Intersection Summary

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	72	406	142	131	354	75	96	137	104	71	278	177
v/c Ratio	0.30	0.69	0.41	0.50	0.51	0.19	0.62	0.17	0.23	0.06	0.16	0.21
Control Delay	65.1	61.0	18.0	68.6	53.4	3.7	77.8	42.3	7.5	32.6	20.8	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	61.0	18.0	68.6	53.4	3.7	77.8	42.3	7.5	32.6	20.8	3.8
Queue Length 50th (ft)	32	184	27	60	157	0	86	52	0	22	70	0
Queue Length 95th (ft)	54	211	72	86	180	10	131	75	33	40	107	34
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	592	851	456	598	859	466	294	826	453	1158	1718	857
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.48	0.31	0.22	0.41	0.16	0.33	0.17	0.23	0.06	0.16	0.21

Intersection Summary

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	101	292	346	342	553	257
v/c Ratio	0.48	0.66	0.71	0.13	0.35	0.32
Control Delay	42.5	12.0	36.3	3.0	17.6	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	12.0	36.3	3.0	17.6	7.8
Queue Length 50th (ft)	52	0	166	18	97	27
Queue Length 95th (ft)	79	33	195	30	133	59
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	677	486	2700	1560	792
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.43	0.71	0.13	0.35	0.32
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	46	352	223	40	417	207	80	385	23	80	616	80
v/c Ratio	0.40	0.63	0.35	0.36	0.75	0.37	0.58	0.24	0.03	0.58	0.38	0.10
Control Delay	77.6	50.7	5.8	76.3	56.5	16.3	83.3	27.6	0.1	83.1	29.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.6	50.7	5.8	76.3	56.5	16.3	83.3	27.6	0.1	83.1	29.9	0.5
Queue Length 50th (ft)	44	302	0	38	373	54	77	121	0	77	209	0
Queue Length 95th (ft)	85	373	51	76	455	112	127	179	0	127	292	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	389	557	630	309	559	562	362	1588	746	306	1602	768
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.63	0.35	0.13	0.75	0.37	0.22	0.24	0.03	0.26	0.38	0.10

Intersection Summary

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	302	172	49	457	100	143	430	142	820
v/c Ratio	0.12	0.67	0.36	0.34	0.84	0.19	0.72	0.29	0.71	0.54
Control Delay	55.7	49.7	12.3	61.0	55.1	7.8	74.1	25.8	72.7	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	49.7	12.3	61.0	55.1	7.8	74.1	25.8	72.7	31.0
Queue Length 50th (ft)	13	234	29	38	333	4	113	108	112	247
Queue Length 95th (ft)	37	289	78	79	455	42	182	182	180	378
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		110	165		105	420		215	
Base Capacity (vph)	151	572	567	155	593	567	224	1461	228	1508
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.53	0.30	0.32	0.77	0.18	0.64	0.29	0.62	0.54

Intersection Summary

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1020	522	1843	401	70	776
v/c Ratio	0.25	0.44	0.50	0.31	0.08	0.97
Control Delay	11.1	2.1	10.8	0.9	36.0	68.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	2.1	10.8	0.9	36.0	68.4
Queue Length 50th (ft)	104	0	285	2	22	342
Queue Length 95th (ft)	123	41	318	25	42	#488
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	4002	1184	3704	1283	925	800
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.44	0.50	0.31	0.08	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	902	237	1840	88	504	560
v/c Ratio	0.30	0.15	0.41	0.09	0.33	0.55
Control Delay	12.8	0.2	15.1	2.5	35.2	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	0.2	15.1	2.5	35.2	21.9
Queue Length 50th (ft)	124	0	199	0	115	120
Queue Length 95th (ft)	146	0	221	22	148	184
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1583	4454	971	1520	1023
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.15	0.41	0.09	0.33	0.55
Intersection Summary						

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	291	895	230	159	1098	172	249	283	129	183	331	518
v/c Ratio	0.75	0.54	0.35	0.54	0.72	0.32	0.70	0.23	0.20	0.57	0.19	0.40
Control Delay	78.9	44.4	5.8	74.8	52.3	21.5	77.4	35.9	6.0	74.4	36.6	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	44.4	5.8	74.8	52.3	21.5	77.4	35.9	6.0	74.4	36.6	3.8
Queue Length 50th (ft)	149	271	0	80	365	59	128	105	0	93	85	0
Queue Length 95th (ft)	195	325	63	119	440	133	172	146	48	134	118	44
Internal Link Dist (ft)		551			830			361			659	
Turn Bay Length (ft)	350		240	245		150	200			230		185
Base Capacity (vph)	548	1643	666	553	1521	532	664	1252	632	671	1759	1291
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.54	0.35	0.29	0.72	0.32	0.38	0.23	0.20	0.27	0.19	0.40

Intersection Summary

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - AM Pk Hr



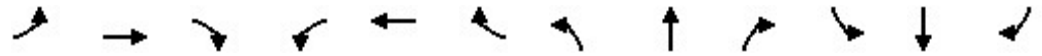
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	311	66	38	297	385	151	96	35	193	149
v/c Ratio	0.13	0.36	0.13	0.24	0.59	0.55	0.71	0.15	0.05	0.69	0.22
Control Delay	40.0	28.6	0.5	42.3	32.9	5.7	58.1	28.3	0.1	48.3	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	28.6	0.5	42.3	32.9	5.7	58.1	28.3	0.1	48.3	22.6
Queue Length 50th (ft)	11	85	0	21	138	0	81	36	0	105	54
Queue Length 95th (ft)	34	100	0	51	208	60	#194	98	0	164	117
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		160	260		205	285			200	
Base Capacity (vph)	157	1179	635	157	621	784	213	639	662	443	689
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.26	0.10	0.24	0.48	0.49	0.71	0.15	0.05	0.44	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	10	41	122	6	69	32	134	416	13	21	296	12
v/c Ratio	0.10	0.25	0.49	0.06	0.42	0.13	0.53	0.15	0.01	0.20	0.08	0.01
Control Delay	62.3	59.7	15.9	61.4	65.4	1.2	56.8	13.9	2.8	65.0	8.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	59.7	15.9	61.4	65.4	1.2	56.8	13.9	2.8	65.0	8.1	0.0
Queue Length 50th (ft)	9	34	0	5	58	0	60	65	0	18	26	0
Queue Length 95th (ft)	28	71	59	20	106	0	93	210	5	47	57	0
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	100		20	300		155	250		205
Base Capacity (vph)	201	609	600	209	609	592	355	2702	1237	194	3538	1136
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.07	0.20	0.03	0.11	0.05	0.38	0.15	0.01	0.11	0.08	0.01

Intersection Summary

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	13	55	92	35	133	136	524	27	58	422	11
v/c Ratio	0.12	0.26	0.32	0.32	0.54	0.69	0.16	0.02	0.46	0.14	0.01
Control Delay	63.0	55.9	7.5	68.0	57.6	75.7	11.8	0.0	66.4	13.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	55.9	7.5	68.0	57.6	75.7	11.8	0.0	66.4	13.3	0.6
Queue Length 50th (ft)	11	47	0	30	97	117	63	0	46	61	0
Queue Length 95th (ft)	34	82	28	65	160	177	110	0	68	115	0
Internal Link Dist (ft)	1692			5395			5238			2622	
Turn Bay Length (ft)	235		240	210	250		105	250	200		
Base Capacity (vph)	184	612	598	203	592	217	3353	1087	194	3022	965
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.09	0.15	0.17	0.22	0.63	0.16	0.02	0.30	0.14	0.01

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	384	120	38	360	165	259	699	98	153	494	33
v/c Ratio	0.20	0.67	0.34	0.20	0.61	0.42	0.71	0.24	0.10	0.59	0.18	0.04
Control Delay	68.0	63.2	10.7	68.0	60.1	12.0	73.9	17.9	1.8	74.0	19.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	63.2	10.7	68.0	60.1	12.0	73.9	17.9	1.8	74.0	19.6	0.1
Queue Length 50th (ft)	18	182	0	18	167	8	124	124	0	73	90	0
Queue Length 95th (ft)	38	229	55	38	212	71	167	173	19	109	131	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		175	280		100	260		225	280		165
Base Capacity (vph)	468	1090	571	439	1090	589	453	2901	945	447	2725	893
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.35	0.21	0.09	0.33	0.28	0.57	0.24	0.10	0.34	0.18	0.04

Intersection Summary

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	487	87	39	408	91	112	163	58	82	153	14
v/c Ratio	0.15	0.54	0.19	0.26	0.79	0.18	0.61	0.20	0.08	0.50	0.19	0.02
Control Delay	57.7	43.8	6.5	60.3	54.6	6.8	69.9	26.7	2.0	66.7	27.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	43.8	6.5	60.3	54.6	6.8	69.9	26.7	2.0	66.7	27.9	0.1
Queue Length 50th (ft)	17	185	0	31	325	0	93	87	0	67	83	0
Queue Length 95th (ft)	46	216	34	69	406	38	152	164	12	119	160	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1007	517	291	542	527	288	831	758	288	811	742
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.48	0.17	0.13	0.75	0.17	0.39	0.20	0.08	0.28	0.19	0.02

Intersection Summary

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	128	361	108	81	320	55	147	237	74	39	139	84
v/c Ratio	0.49	0.67	0.30	0.32	0.61	0.15	0.60	0.27	0.14	0.03	0.08	0.10
Control Delay	68.4	62.3	4.1	65.6	60.9	0.9	67.9	43.7	0.6	30.0	21.1	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	62.3	4.1	65.6	60.9	0.9	67.9	43.7	0.6	30.0	21.1	2.1
Queue Length 50th (ft)	58	165	0	36	144	0	128	92	0	11	35	0
Queue Length 95th (ft)	92	211	18	64	192	0	199	132	0	26	62	18
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	604	867	497	610	876	507	243	884	511	1294	1732	832
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.42	0.22	0.13	0.37	0.11	0.60	0.27	0.14	0.03	0.08	0.10

Intersection Summary

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	107	193	564	398	84
v/c Ratio	0.49	0.38	0.61	0.21	0.20	0.09
Control Delay	42.9	11.3	40.6	3.2	11.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	11.3	40.6	3.2	11.3	3.3
Queue Length 50th (ft)	51	0	96	33	53	0
Queue Length 95th (ft)	85	34	138	51	83	18
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	547	315	2732	1952	912
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.20	0.61	0.21	0.20	0.09
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	441	265	23	410	79	132	570	49	46	355	49
v/c Ratio	0.46	0.78	0.42	0.21	0.79	0.16	0.72	0.32	0.06	0.40	0.22	0.06
Control Delay	79.3	57.7	10.7	72.3	62.0	3.5	85.7	25.3	2.2	77.3	28.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	57.7	10.7	72.3	62.0	3.5	85.7	25.3	2.2	77.3	28.7	0.2
Queue Length 50th (ft)	54	403	37	22	367	0	127	182	0	44	115	0
Queue Length 95th (ft)	100	499	106	54	479	22	195	261	12	88	179	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	373	584	644	321	521	512	369	1800	819	312	1617	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.76	0.41	0.07	0.79	0.15	0.36	0.32	0.06	0.15	0.22	0.06

Intersection Summary

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr

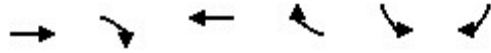


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	372	190	39	328	84	159	820	84	595
v/c Ratio	0.17	0.83	0.41	0.27	0.73	0.19	0.72	0.46	0.47	0.37
Control Delay	56.7	60.5	17.4	59.4	53.0	6.2	71.0	25.3	61.8	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	60.5	17.4	59.4	53.0	6.2	71.0	25.3	61.8	26.8
Queue Length 50th (ft)	18	287	48	30	247	0	125	250	66	177
Queue Length 95th (ft)	47	368	106	68	319	32	196	367	118	268
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		110	165		105	420		215	
Base Capacity (vph)	157	591	575	157	591	566	252	1769	231	1610
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.63	0.33	0.25	0.55	0.15	0.63	0.46	0.36	0.37

Intersection Summary

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1677	534	1696	370	67	345
v/c Ratio	0.36	0.41	0.39	0.29	0.11	0.67
Control Delay	7.5	1.6	7.6	0.6	44.7	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	1.6	7.6	0.6	44.7	51.2
Queue Length 50th (ft)	138	0	148	0	25	141
Queue Length 95th (ft)	194	36	210	0	43	186
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	4670	1302	4323	1295	1310	1088
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.41	0.39	0.29	0.05	0.32

Intersection Summary

Queues
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1408	371	1596	190	512	785
v/c Ratio	0.49	0.23	0.38	0.20	0.30	0.78
Control Delay	18.2	0.3	16.4	2.2	32.6	42.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	0.3	16.4	2.2	32.6	42.1
Queue Length 50th (ft)	246	0	173	0	114	317
Queue Length 95th (ft)	284	0	194	32	146	407
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1599	4336	992	1714	1002
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.23	0.37	0.19	0.30	0.78
Intersection Summary						

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	475	1425	315	329	1106	148	365	448	288	289	291	333
v/c Ratio	0.89	0.96	0.52	0.77	0.83	0.31	0.79	0.37	0.40	0.74	0.18	0.30
Control Delay	84.4	68.5	19.1	78.4	60.7	21.2	77.6	40.9	5.7	77.8	39.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	68.5	19.1	78.4	60.7	21.2	77.6	40.9	5.7	77.8	39.7	4.6
Queue Length 50th (ft)	244	521	88	169	394	47	187	181	0	148	78	0
Queue Length 95th (ft)	#328	#682	196	217	453	112	236	243	71	195	110	42
Internal Link Dist (ft)		551			830			361			659	
Turn Bay Length (ft)	350		240	245		150	200			230		185
Base Capacity (vph)	559	1490	610	559	1334	475	677	1204	720	671	1617	1102
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.96	0.52	0.59	0.83	0.31	0.54	0.37	0.40	0.43	0.18	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Existing (2022) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	24	303	87	49	275	135	129	125	77	116	133
v/c Ratio	0.17	0.44	0.20	0.33	0.60	0.26	0.60	0.15	0.10	0.57	0.17
Control Delay	46.0	36.6	1.0	49.7	38.7	4.3	53.0	21.8	1.9	52.3	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	36.6	1.0	49.7	38.7	4.3	53.0	21.8	1.9	52.3	21.7
Queue Length 50th (ft)	15	94	0	30	147	0	80	46	0	71	47
Queue Length 95th (ft)	40	117	0	67	226	31	133	110	13	123	115
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		160	260		205	285			200	
Base Capacity (vph)	142	1286	678	160	695	692	339	820	765	212	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.24	0.13	0.31	0.40	0.20	0.38	0.15	0.10	0.55	0.17

Intersection Summary

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	93	295	25	355	70	572	568	22	82	771	113
v/c Ratio	0.28	0.21	0.49	0.24	0.80	0.14	0.87	0.32	0.03	0.60	0.39	0.16
Control Delay	67.8	40.3	6.7	66.6	62.2	0.6	54.2	31.5	5.6	77.7	33.7	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	40.3	6.7	66.6	62.2	0.6	54.2	31.5	5.6	77.7	33.7	2.7
Queue Length 50th (ft)	25	65	0	21	295	0	255	239	0	71	192	0
Queue Length 95th (ft)	49	88	25	44	306	0	271	260	m10	105	213	3
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	100		20	300		155	250		205
Base Capacity (vph)	105	565	687	104	552	573	738	1802	855	167	1954	700
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.16	0.43	0.24	0.64	0.12	0.78	0.32	0.03	0.49	0.39	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	168	301	27	248	165	981	24	62	975	95
v/c Ratio	0.61	0.35	0.48	0.25	0.73	0.70	0.38	0.03	0.48	0.45	0.13
Control Delay	77.3	43.0	6.6	66.5	60.0	71.4	23.4	0.1	84.1	15.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	43.0	6.6	66.5	60.0	71.4	23.4	0.1	84.1	15.4	0.5
Queue Length 50th (ft)	75	127	0	23	194	140	195	0	56	87	1
Queue Length 95th (ft)	113	155	34	48	229	181	241	0	94	107	1
Internal Link Dist (ft)	1692			5395			5238			2622	
Turn Bay Length (ft)	235		240	210	250		105	250	200		
Base Capacity (vph)	180	600	714	199	578	242	2563	857	194	2173	728
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.28	0.42	0.14	0.43	0.68	0.38	0.03	0.32	0.45	0.13

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	461	170	338	702	277	210	991	242	285	1443	228
v/c Ratio	0.53	0.66	0.38	0.84	0.78	0.48	0.68	0.49	0.32	0.74	0.67	0.31
Control Delay	73.4	57.8	8.3	81.4	56.4	10.3	74.5	35.2	6.6	73.8	37.4	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	57.8	8.3	81.4	56.4	10.3	74.5	35.2	6.6	73.8	37.4	15.7
Queue Length 50th (ft)	58	215	0	162	325	27	100	254	9	136	398	61
Queue Length 95th (ft)	89	245	54	#214	361	92	138	342	72	176	519	143
Internal Link Dist (ft)		615			4134			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	459	1069	596	426	1064	636	438	2015	755	456	2158	732
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.43	0.29	0.79	0.66	0.44	0.48	0.49	0.32	0.63	0.67	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	211	590	54	321	152	305
v/c Ratio	0.33	0.87	0.11	0.35	0.31	0.33
Control Delay	12.6	27.6	5.3	7.0	12.3	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	27.6	5.3	7.0	12.3	11.1
Queue Length 50th (ft)	42	130	9	50	33	66
Queue Length 95th (ft)	74	211	m14	m61	64	106
Internal Link Dist (ft)	5395	1252		4546		2558
Turn Bay Length (ft)			150		250	
Base Capacity (vph)	717	752	500	915	495	936
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.78	0.11	0.35	0.31	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	100	795	287	176	1020	227	306	106	244	546	139
v/c Ratio	0.75	0.82	0.55	0.85	0.93	0.87	0.30	0.19	0.88	0.52	0.25
Control Delay	86.7	49.1	23.6	85.2	55.0	80.6	34.9	3.4	85.4	37.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.7	49.1	23.6	85.2	55.0	80.6	34.9	3.4	85.4	37.2	7.2
Queue Length 50th (ft)	77	306	98	135	395	172	98	0	191	195	1
Queue Length 95th (ft)	#150	350	167	#225	#443	#266	130	18	m#287	235	m33
Internal Link Dist (ft)		1169			1263		627			614	
Turn Bay Length (ft)	250		50	215		230		104	255		25
Base Capacity (vph)	136	971	526	219	1098	280	1018	546	295	1047	563
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.82	0.55	0.80	0.93	0.81	0.30	0.19	0.83	0.52	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	824	161	258	782	136	134	233	159	183	458	242
v/c Ratio	0.50	0.82	0.31	0.71	0.70	0.24	0.72	0.28	0.34	0.28	0.40	0.36
Control Delay	68.7	53.8	15.3	71.1	45.3	10.2	80.0	44.0	12.5	50.3	39.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	53.8	15.3	71.1	45.3	10.2	80.0	44.0	12.5	50.3	39.2	6.2
Queue Length 50th (ft)	59	356	34	119	314	17	120	91	19	76	175	0
Queue Length 95th (ft)	86	407	82	147	356	55	169	119	64	104	221	47
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	592	1011	522	598	1125	576	294	826	469	655	1135	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.82	0.31	0.43	0.70	0.24	0.46	0.28	0.34	0.28	0.40	0.36

Intersection Summary

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	107	293	349	514	942	266
v/c Ratio	0.50	0.66	0.67	0.19	0.63	0.37
Control Delay	43.1	11.9	33.6	3.2	22.5	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	11.9	33.6	3.2	22.5	12.4
Queue Length 50th (ft)	55	0	165	30	197	52
Queue Length 95th (ft)	83	33	196	44	239	94
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	678	518	2694	1490	727
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.43	0.67	0.19	0.63	0.37
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



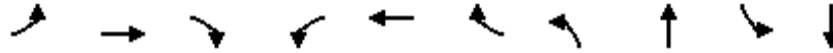
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	47	405	392	40	459	207	176	531	23	80	946	83
v/c Ratio	0.30	0.76	0.56	0.25	0.86	0.39	0.85	0.36	0.03	0.48	0.72	0.13
Control Delay	47.9	42.7	8.4	46.7	50.1	15.0	79.1	23.7	0.1	53.1	32.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	42.7	8.4	46.7	50.1	15.0	79.1	23.7	0.1	53.1	32.7	2.8
Queue Length 50th (ft)	29	228	23	24	267	45	113	140	0	49	298	0
Queue Length 95th (ft)	63	321	89	55	#377	99	#228	184	0	93	#364	18
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	159	571	722	160	577	562	206	1482	710	177	1319	644
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.71	0.54	0.25	0.80	0.37	0.85	0.36	0.03	0.45	0.72	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



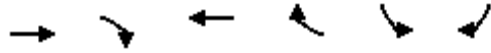
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	320	173	49	470	117	143	632	173	1266
v/c Ratio	0.12	0.70	0.36	0.34	0.84	0.21	0.67	0.44	0.80	0.86
Control Delay	55.7	50.4	12.5	61.0	55.4	5.0	68.0	29.6	80.1	42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	50.4	12.5	61.0	55.4	5.0	68.0	29.6	80.1	42.6
Queue Length 50th (ft)	13	248	30	38	340	0	113	187	136	466
Queue Length 95th (ft)	37	307	80	79	470	35	174	280	#240	#807
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	450		255	
Base Capacity (vph)	151	572	567	155	596	594	294	1424	231	1464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.56	0.31	0.32	0.79	0.20	0.49	0.44	0.75	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1116	544	2090	455	78	776
v/c Ratio	0.32	0.49	0.64	0.35	0.07	0.79
Control Delay	16.9	3.0	11.0	1.5	27.2	42.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	3.0	11.0	1.5	27.2	42.9
Queue Length 50th (ft)	145	0	155	4	22	318
Queue Length 95th (ft)	190	57	183	41	37	372
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	3524	1115	3244	1283	1378	1138
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.49	0.64	0.35	0.06	0.68
Intersection Summary						

Queues
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	999	248	2138	92	514	664
v/c Ratio	0.41	0.16	0.59	0.11	0.25	0.55
Control Delay	10.3	0.2	18.1	2.0	25.1	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	0.2	18.1	2.0	25.1	25.1
Queue Length 50th (ft)	51	0	194	2	98	194
Queue Length 95th (ft)	58	0	245	m5	126	260
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2432	1583	3645	813	2040	1208
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.16	0.59	0.11	0.25	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	383	954	268	163	1143	190	269	461	212	441	745
v/c Ratio	0.76	0.51	0.33	0.61	0.74	0.31	0.73	0.31	0.72	0.31	0.60
Control Delay	55.7	23.4	7.1	67.8	44.4	4.8	68.2	29.8	72.7	38.7	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	23.4	7.1	67.8	44.4	4.8	68.2	29.8	72.7	38.7	17.3
Queue Length 50th (ft)	167	161	41	69	317	0	114	91	91	109	159
Queue Length 95th (ft)	222	190	77	107	373	45	160	123	#141	145	205
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350		240	245		150	200		230		185
Base Capacity (vph)	523	1871	843	290	1537	615	422	1500	293	1417	1262
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.51	0.32	0.56	0.74	0.31	0.64	0.31	0.72	0.31	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
18: Sunnyside Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	64	756	199	68	736	11	112	65	24	28	101
v/c Ratio	0.42	0.95	0.26	0.62	0.51	0.02	0.81	0.12	0.23	0.07	0.23
Control Delay	47.1	48.3	3.3	56.9	29.4	0.0	81.1	11.7	45.6	28.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	48.3	3.3	56.9	29.4	0.0	81.1	11.7	45.6	28.8	4.7
Queue Length 50th (ft)	35	396	0	41	228	0	64	6	13	13	0
Queue Length 95th (ft)	74	#637	37	m55	288	m0	#157	39	39	35	27
Internal Link Dist (ft)		426			2153			1247		580	
Turn Bay Length (ft)	250			250		250	250		250		300
Base Capacity (vph)	173	809	784	109	1448	707	139	544	105	416	445
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.93	0.25	0.62	0.51	0.02	0.81	0.12	0.23	0.07	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - AM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	33	598	195	39	466	385	217	101	40	193	159
v/c Ratio	0.21	0.54	0.32	0.25	0.80	0.51	0.78	0.20	0.07	0.69	0.32
Control Delay	41.3	13.3	5.1	42.5	40.1	5.0	62.3	32.0	0.2	48.3	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	13.3	5.1	42.5	40.1	5.0	62.3	32.0	0.2	48.3	26.5
Queue Length 50th (ft)	14	144	35	21	233	0	~154	49	0	105	68
Queue Length 95th (ft)	m17	m154	m37	52	#351	60	#292	102	0	164	123
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		160	260		205	285			330	
Base Capacity (vph)	157	1179	646	157	621	784	277	510	566	443	503
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.51	0.30	0.25	0.75	0.49	0.78	0.20	0.07	0.44	0.32

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	10	44	209	18	71	32	188	663	27	21	520	12
v/c Ratio	0.10	0.27	0.63	0.17	0.36	0.12	0.63	0.25	0.02	0.20	0.15	0.01
Control Delay	62.3	60.0	16.0	64.4	59.7	1.0	55.5	18.9	6.3	65.0	10.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	60.0	16.0	64.4	59.7	1.0	55.5	18.9	6.3	65.0	10.3	0.0
Queue Length 50th (ft)	9	37	0	15	60	0	84	191	1	18	52	0
Queue Length 95th (ft)	28	73	75	42	108	0	121	351	18	47	105	0
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	100		20	300		155	250		205
Base Capacity (vph)	201	609	658	209	609	586	383	2637	1207	194	3378	1087
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.07	0.32	0.09	0.12	0.05	0.49	0.25	0.02	0.11	0.15	0.01

Intersection Summary

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	65	145	48	146	193	851	41	63	761	14
v/c Ratio	0.13	0.32	0.48	0.41	0.53	0.63	0.26	0.04	0.49	0.29	0.02
Control Delay	63.2	58.2	13.2	70.4	55.6	62.2	13.6	0.1	64.6	19.1	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	58.2	13.2	70.4	55.6	62.2	13.6	0.1	64.6	19.1	0.7
Queue Length 50th (ft)	12	55	0	41	108	160	113	0	45	139	0
Queue Length 95th (ft)	34	93	56	81	173	233	187	0	67	219	2
Internal Link Dist (ft)		1692			5395		5238			2622	
Turn Bay Length (ft)	235		240	210		250		105	250		200
Base Capacity (vph)	184	612	618	203	593	305	3258	1059	194	2630	855
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.23	0.24	0.25	0.63	0.26	0.04	0.32	0.29	0.02

Intersection Summary

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	268	733	131	362	632	323	297	1470	502	351	1065	210
v/c Ratio	0.72	0.79	0.26	0.86	0.63	0.50	0.76	0.87	0.71	0.81	0.61	0.34
Control Delay	74.0	56.7	9.3	82.7	48.5	9.3	75.7	53.0	26.4	76.7	43.1	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	56.7	9.3	82.7	48.5	9.3	75.7	53.0	26.4	76.7	43.1	15.5
Queue Length 50th (ft)	128	342	9	174	273	26	142	489	199	167	311	47
Queue Length 95th (ft)	172	392	59	#248	331	107	191	#647	368	#233	396	127
Internal Link Dist (ft)		615			4134			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	468	1090	570	439	1090	681	451	1690	704	461	1744	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.67	0.23	0.82	0.58	0.47	0.66	0.87	0.71	0.76	0.61	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	151	257	56	296	119	274
v/c Ratio	0.40	0.64	0.08	0.24	0.17	0.22
Control Delay	18.4	22.0	3.2	2.9	5.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	22.0	3.2	2.9	5.9	5.6
Queue Length 50th (ft)	37	58	4	10	14	33
Queue Length 95th (ft)	70	105	m8	m26	40	78
Internal Link Dist (ft)	5395	1252		4546		2558
Turn Bay Length (ft)			150		250	
Base Capacity (vph)	638	642	728	1222	713	1231
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.40	0.08	0.24	0.17	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	1055	165	113	1149	210	526	161	162	372	111
v/c Ratio	0.86	0.88	0.26	0.73	0.99	0.94	0.49	0.27	0.83	0.36	0.19
Control Delay	93.0	47.3	6.3	80.5	64.6	99.4	36.4	6.8	87.0	34.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	47.3	6.3	80.5	64.6	99.4	36.4	6.8	87.0	34.0	2.3
Queue Length 50th (ft)	114	405	5	86	457	164	177	3	119	116	0
Queue Length 95th (ft)	#227	#523	54	#170	#614	#315	233	54	#238	156	4
Internal Link Dist (ft)		1169			1263		627			614	
Turn Bay Length (ft)	250		50	215		230		104	255		25
Base Capacity (vph)	178	1201	640	165	1157	223	1082	592	208	1025	582
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.88	0.26	0.68	0.99	0.94	0.49	0.27	0.78	0.36	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	196	908	163	173	920	149	214	413	184	138	279	164
v/c Ratio	0.65	0.90	0.30	0.56	0.90	0.27	0.91	0.34	0.29	0.42	0.26	0.27
Control Delay	61.7	52.3	10.0	57.7	51.9	8.4	89.5	29.6	9.9	54.0	31.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	52.3	10.0	57.7	51.9	8.4	89.5	29.6	9.9	54.0	31.8	6.0
Queue Length 50th (ft)	73	336	17	64	341	9	158	120	25	51	83	0
Queue Length 95th (ft)	113	#450	70	101	#450	58	#298	163	78	83	121	50
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	301	1030	548	316	1048	562	241	1214	633	325	1079	598
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.88	0.30	0.55	0.88	0.27	0.89	0.34	0.29	0.42	0.26	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	111	110	194	1000	673	91
v/c Ratio	0.52	0.38	0.53	0.37	0.37	0.11
Control Delay	43.4	11.0	36.0	4.1	13.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	11.0	36.0	4.1	13.9	5.9
Queue Length 50th (ft)	57	0	94	70	104	8
Queue Length 95th (ft)	91	33	139	103	145	29
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	549	368	2716	1828	847
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.20	0.53	0.37	0.37	0.11

Intersection Summary

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



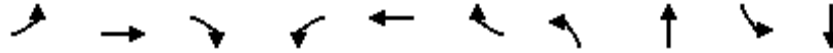
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	502	418	23	478	79	332	938	49	46	588	51
v/c Ratio	0.42	0.82	0.52	0.17	0.85	0.14	0.92	0.61	0.07	0.33	0.57	0.09
Control Delay	62.3	49.1	5.6	55.3	54.4	1.3	79.1	31.0	0.6	58.9	40.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	49.1	5.6	55.3	54.4	1.3	79.1	31.0	0.6	58.9	40.5	0.3
Queue Length 50th (ft)	44	354	4	17	332	0	257	325	0	34	216	0
Queue Length 95th (ft)	89	#498	76	44	#472	7	#443	414	4	73	279	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	150	648	822	134	609	598	360	1549	727	165	1039	544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.77	0.51	0.17	0.78	0.13	0.92	0.61	0.07	0.28	0.57	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



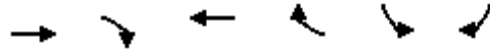
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	388	191	39	350	126	160	1338	116	935
v/c Ratio	0.17	0.84	0.39	0.27	0.75	0.26	0.70	0.82	0.60	0.60
Control Delay	56.7	60.1	14.9	59.4	53.5	6.5	68.0	37.2	66.1	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	60.1	14.9	59.4	53.5	6.5	68.0	37.2	66.1	32.4
Queue Length 50th (ft)	18	299	40	30	263	0	126	518	92	320
Queue Length 95th (ft)	47	381	97	68	339	43	192	#827	151	#520
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	450		255	
Base Capacity (vph)	157	592	584	157	592	591	304	1629	232	1567
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.66	0.33	0.25	0.59	0.21	0.53	0.82	0.50	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

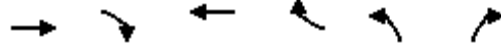
Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1773	551	1942	422	74	345
v/c Ratio	0.37	0.42	0.44	0.33	0.13	0.69
Control Delay	7.1	1.5	1.8	1.6	49.2	52.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.1	1.5	1.8	1.6	49.2	52.3
Queue Length 50th (ft)	147	0	25	9	30	141
Queue Length 95th (ft)	205	34	30	51	51	189
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	4785	1326	4409	1295	933	802
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.42	0.44	0.33	0.08	0.43
Intersection Summary						

Queues
 14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
 Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1507	378	1857	205	536	1018
v/c Ratio	0.84	0.24	0.69	0.30	0.19	0.65
Control Delay	39.7	0.3	23.1	2.4	16.0	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	0.3	23.1	2.4	16.0	23.7
Queue Length 50th (ft)	464	0	264	12	84	346
Queue Length 95th (ft)	305	0	282	m18	105	427
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	1804	1599	2677	688	2779	1565
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.24	0.69	0.30	0.19	0.65

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
15: Clovis Avenue & Herndon Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	705	1488	344	332	1184	211	405	875	329	376	482
v/c Ratio	1.02	0.81	0.37	0.84	0.84	0.37	0.70	0.63	0.95	0.35	0.40
Control Delay	81.7	33.0	11.5	79.5	54.6	9.2	62.8	42.3	99.5	48.6	20.6
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	33.3	11.5	79.5	54.6	9.2	62.8	42.3	99.5	48.6	20.6
Queue Length 50th (ft)	~356	261	97	155	374	14	181	232	156	108	124
Queue Length 95th (ft)	#486	388	m166	#231	434	80	240	281	#252	142	172
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350		240	245		150	200		230		185
Base Capacity (vph)	693	1845	936	396	1405	569	575	1393	346	1063	1214
Starvation Cap Reductn	0	60	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.83	0.37	0.84	0.84	0.37	0.70	0.63	0.95	0.35	0.40

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
18: Sunnyside Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	141	943	170	66	973	33	195	106	20	22	115
v/c Ratio	0.67	0.99	0.20	0.61	0.62	0.04	0.79	0.19	0.19	0.07	0.31
Control Delay	65.9	57.1	6.7	78.5	29.2	0.1	72.7	13.2	57.6	44.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	57.1	6.7	78.5	29.2	0.1	72.7	13.2	57.6	44.6	7.1
Queue Length 50th (ft)	106	~781	22	51	305	0	146	14	15	15	0
Queue Length 95th (ft)	171	#1031	60	#111	393	0	#248	64	41	40	38
Internal Link Dist (ft)		426			2153			1247		580	
Turn Bay Length (ft)	250			250		250	250		250		300
Base Capacity (vph)	260	954	868	112	1559	774	270	553	270	310	377
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.99	0.20	0.59	0.62	0.04	0.72	0.19	0.07	0.07	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Near Term (2026) WP MIT - PM Pk Hr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	616	203	55	694	135	297	128	80	116	162
v/c Ratio	0.32	0.47	0.28	0.37	0.93	0.19	0.90	0.24	0.15	0.67	0.46
Control Delay	49.8	25.8	4.3	50.8	51.2	2.9	71.0	30.6	2.7	63.9	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	25.8	4.3	50.8	51.2	2.9	71.0	30.6	2.7	63.9	39.1
Queue Length 50th (ft)	28	155	0	34	435	0	186	66	0	72	88
Queue Length 95th (ft)	63	210	46	73	#682	27	#334	116	15	#148	154
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		160	260		205	285			330	
Base Capacity (vph)	142	1338	725	160	744	729	342	524	532	178	355
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.28	0.34	0.93	0.19	0.87	0.24	0.15	0.65	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	25	101	255	46	486	84	495	491	30	71	668	98
v/c Ratio	0.24	0.19	0.41	0.42	0.88	0.15	0.86	0.29	0.04	0.55	0.38	0.15
Control Delay	66.4	36.6	5.8	72.8	63.3	0.5	49.7	27.6	6.9	76.2	36.1	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	36.6	5.8	72.8	63.3	0.5	49.7	27.6	6.9	76.2	36.1	1.2
Queue Length 50th (ft)	21	64	0	40	398	0	229	201	3	61	175	0
Queue Length 95th (ft)	52	108	61	83	529	0	m287	m266	m15	113	225	7
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	100		20	300		155	250		205
Base Capacity (vph)	105	610	691	118	609	621	634	1680	806	157	1778	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.17	0.37	0.39	0.80	0.14	0.78	0.29	0.04	0.45	0.38	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	171	272	108	583	149	882	22	64	878	86
v/c Ratio	0.57	0.27	0.38	0.68	0.94	0.83	0.50	0.04	0.49	0.57	0.16
Control Delay	75.5	34.0	5.2	80.1	66.1	94.0	37.1	0.1	93.5	24.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	34.0	5.2	80.1	66.1	94.0	37.1	0.1	93.5	24.1	0.8
Queue Length 50th (ft)	67	108	0	93	480	129	228	0	59	98	0
Queue Length 95th (ft)	120	175	63	154	#757	#240	286	0	110	122	1
Internal Link Dist (ft)	1692			5395			5238			2622	
Turn Bay Length (ft)	235		240	210	250		105	250	200		
Base Capacity (vph)	180	643	724	199	620	192	1762	627	194	1534	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.27	0.38	0.54	0.94	0.78	0.50	0.04	0.33	0.57	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	455	311	338	701	276	424	996	349	286	1450	229
v/c Ratio	0.48	0.69	0.60	0.75	0.79	0.48	0.78	0.50	0.40	0.74	0.81	0.37
Control Delay	70.4	60.1	13.3	56.4	65.6	19.7	68.9	35.9	8.9	73.6	48.2	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.4	60.1	13.3	56.4	65.6	19.7	68.9	35.9	8.9	73.6	48.2	19.6
Queue Length 50th (ft)	58	214	29	136	304	85	198	256	63	137	458	71
Queue Length 95th (ft)	90	259	117	m153	m315	m90	262	360	125	182	#638	163
Internal Link Dist (ft)		615			4144			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	459	1069	670	467	1058	634	545	1993	874	456	1785	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.43	0.46	0.72	0.66	0.44	0.78	0.50	0.40	0.63	0.81	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: Minnewawa Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	167	54	478	265	350
v/c Ratio	0.55	0.29	0.82	0.18	0.48
Control Delay	13.8	36.2	35.5	2.7	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	36.2	35.5	2.7	23.4
Queue Length 50th (ft)	3	26	213	23	126
Queue Length 95th (ft)	56	56	289	53	#269
Internal Link Dist (ft)	3722	1173		2558	543
Turn Bay Length (ft)			300		
Base Capacity (vph)	481	419	634	1436	724
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.13	0.75	0.18	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	249	47	572	413	125	305	180	649
v/c Ratio	0.02	0.35	0.13	0.79	0.49	0.58	0.48	0.74	0.96
Control Delay	18.0	20.5	20.6	39.2	4.5	62.5	36.1	68.4	63.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	20.5	20.6	39.2	4.5	62.5	36.1	68.4	63.8
Queue Length 50th (ft)	1	108	23	380	12	91	187	133	~535
Queue Length 95th (ft)	7	146	42	440	63	#236	308	#249	#786
Internal Link Dist (ft)		5395		1252			2573		2558
Turn Bay Length (ft)	200		200		200	150		250	
Base Capacity (vph)	160	878	466	905	965	215	640	252	679
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.28	0.10	0.63	0.43	0.58	0.48	0.71	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	96	760	396	165	972	237	337	100	360	970	134
v/c Ratio	0.87	0.85	0.55	0.77	0.91	0.94	0.41	0.21	0.79	0.79	0.22
Control Delay	117.2	64.7	17.5	84.9	59.8	105.0	49.8	1.5	63.2	48.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.2	64.7	17.5	84.9	59.8	105.0	49.8	1.5	63.2	48.5	9.1
Queue Length 50th (ft)	84	387	150	153	454	224	145	0	317	439	13
Queue Length 95th (ft)	m#201	#517	209	227	#553	#390	195	5	#441	527	62
Internal Link Dist (ft)		1159			1263		627			2587	
Turn Bay Length (ft)	230		50	215		230		104	255		25
Base Capacity (vph)	110	895	729	277	1096	256	816	486	463	1230	623
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.85	0.54	0.60	0.89	0.93	0.41	0.21	0.78	0.79	0.22

Intersection Summary

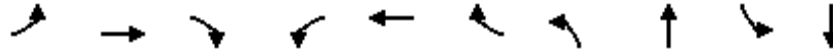
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
7: Clovis Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	20	297	186	229	640	236	128	245	178	525
v/c Ratio	0.21	0.73	0.35	0.80	0.89	0.31	0.74	0.46	0.75	0.88
Control Delay	45.8	43.5	3.6	57.8	43.0	4.0	67.0	29.7	58.4	47.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	43.5	3.6	57.8	43.0	4.0	67.0	29.7	58.4	47.6
Queue Length 50th (ft)	11	154	0	125	290	0	73	113	98	287
Queue Length 95th (ft)	34	241	27	#232	#575	46	#174	188	#193	#486
Internal Link Dist (ft)		1252			1804			313		384
Turn Bay Length (ft)	100		200	235		250	225		255	
Base Capacity (vph)	97	446	558	306	720	755	173	529	248	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.67	0.33	0.75	0.89	0.31	0.74	0.46	0.72	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
8: Clovis Avenue & Baron Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	359	39	95	495	196	33	898
v/c Ratio	0.77	0.08	0.48	0.49	0.21	0.23	0.51
Control Delay	38.8	1.3	41.3	15.0	2.9	38.6	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	1.3	41.3	15.0	2.9	38.6	17.3
Queue Length 50th (ft)	165	0	45	116	0	16	166
Queue Length 95th (ft)	238	5	91	293	35	43	251
Internal Link Dist (ft)				1292			133
Turn Bay Length (ft)	335	100	50			105	
Base Capacity (vph)	584	578	223	1000	934	144	1766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.07	0.43	0.49	0.21	0.23	0.51
Intersection Summary							

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	778	228	346	734	180	127	214	188	173	649	311
v/c Ratio	0.47	0.85	0.47	0.77	0.65	0.31	0.70	0.26	0.38	0.26	0.56	0.44
Control Delay	68.2	58.6	25.7	70.1	43.8	12.4	79.6	43.6	10.3	50.1	42.2	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	58.6	25.7	70.1	43.8	12.4	79.6	43.6	10.3	50.1	42.2	6.1
Queue Length 50th (ft)	55	343	87	159	289	33	114	83	13	71	263	0
Queue Length 95th (ft)	87	#467	177	205	366	93	177	121	78	108	352	75
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	592	924	486	598	1126	590	294	826	498	659	1150	714
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.84	0.47	0.58	0.65	0.31	0.43	0.26	0.38	0.26	0.56	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	92	254	308	496	1065	327
v/c Ratio	0.46	0.63	0.76	0.18	0.61	0.39
Control Delay	42.3	12.2	42.3	3.0	19.1	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	12.2	42.3	3.0	19.1	11.8
Queue Length 50th (ft)	47	0	153	27	206	65
Queue Length 95th (ft)	90	65	224	50	333	156
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	651	429	2715	1734	831
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.39	0.72	0.18	0.61	0.39
Intersection Summary						

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



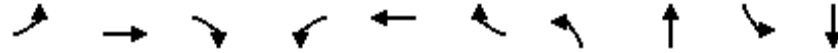
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	435	389	40	512	253	175	508	23	125	926	148
v/c Ratio	0.48	0.72	0.52	0.25	0.91	0.46	0.91	0.41	0.04	0.72	0.77	0.25
Control Delay	54.2	38.3	7.6	46.6	56.7	18.2	90.2	26.9	0.1	67.8	35.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	38.3	7.6	46.6	56.7	18.2	90.2	26.9	0.1	67.8	35.8	9.3
Queue Length 50th (ft)	48	250	21	24	310	68	112	135	0	79	290	16
Queue Length 95th (ft)	95	#373	100	57	#498	142	#238	184	0	#165	#378	62
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	159	620	754	160	577	562	193	1242	613	177	1209	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.70	0.52	0.25	0.89	0.45	0.91	0.41	0.04	0.71	0.77	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	317	210	50	455	118	303	667	176	1298
v/c Ratio	0.12	0.70	0.43	0.35	0.82	0.22	0.81	0.47	0.81	1.14
Control Delay	55.8	50.6	14.6	61.3	53.8	10.2	65.5	29.7	81.0	111.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	50.6	14.6	61.3	53.8	10.2	65.5	29.7	81.0	111.5
Queue Length 50th (ft)	13	246	44	39	327	14	226	198	138	~668
Queue Length 95th (ft)	37	309	103	80	459	58	#455	300	#252	#847
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	450		255	
Base Capacity (vph)	151	572	578	155	596	570	373	1423	231	1142
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.55	0.36	0.32	0.76	0.21	0.81	0.47	0.76	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

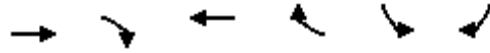
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

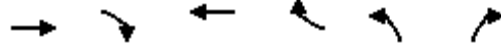
Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1315	956	2274	499	83	837
v/c Ratio	0.37	0.73	0.70	0.39	0.07	0.85
Control Delay	17.2	4.9	11.1	1.9	28.2	47.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	4.9	11.1	1.9	28.2	47.8
Queue Length 50th (ft)	183	0	161	12	23	348
Queue Length 95th (ft)	210	61	159	58	42	441
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	3531	1301	3259	1283	1245	1031
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.73	0.70	0.39	0.07	0.81
Intersection Summary						

Queues
14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1174	254	2304	101	528	684
v/c Ratio	0.47	0.16	0.62	0.12	0.26	0.59
Control Delay	10.8	0.2	16.2	1.5	25.9	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	0.2	16.2	1.5	25.9	28.8
Queue Length 50th (ft)	71	0	237	3	103	224
Queue Length 95th (ft)	80	0	287	m6	131	294
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2472	1583	3704	829	2002	1162
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.16	0.62	0.12	0.26	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	441	1006	391	211	1196	200	409	658	222	515	775
v/c Ratio	0.94	0.60	0.46	0.62	0.80	0.34	0.67	0.45	0.60	0.45	0.63
Control Delay	71.9	27.1	5.6	64.5	47.1	10.1	56.2	34.4	62.5	45.1	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.9	27.1	5.6	64.5	47.1	10.1	56.2	34.4	62.5	45.1	26.7
Queue Length 50th (ft)	197	186	57	89	341	23	168	147	93	138	234
Queue Length 95th (ft)	#298	224	80	131	399	84	224	187	137	176	310
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350		240	245		150	200		230		185
Base Capacity (vph)	470	1677	843	343	1498	581	607	1472	373	1145	1234
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.60	0.46	0.62	0.80	0.34	0.67	0.45	0.60	0.45	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
18: Sunnyside Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	227	790	208	70	765	101	117	140	339	450	489
v/c Ratio	0.90	0.65	0.30	0.44	0.80	0.11	0.73	0.37	0.94	0.76	0.58
Control Delay	75.3	28.5	4.7	57.6	31.0	0.4	67.1	27.4	71.7	37.9	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.3	28.5	4.7	57.6	31.0	0.4	67.1	27.4	71.7	37.9	16.5
Queue Length 50th (ft)	129	205	0	43	171	0	66	54	191	230	158
Queue Length 95th (ft)	#262	271	47	m60	m222	m0	#152	108	#356	#356	254
Internal Link Dist (ft)		426			710			1247		580	
Turn Bay Length (ft)	265		250	250		250	250		300		300
Base Capacity (vph)	253	1222	682	158	953	881	160	382	361	591	849
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.65	0.30	0.44	0.80	0.11	0.73	0.37	0.94	0.76	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - AM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	732	343	78	489	402	226	104	42	356	573
v/c Ratio	0.35	0.65	0.47	0.50	0.76	0.50	0.92	0.33	0.10	0.88	1.20
Control Delay	45.3	29.3	4.8	50.6	35.7	4.8	84.4	40.7	0.5	56.8	142.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	29.3	4.8	50.6	35.7	4.8	84.4	40.7	0.5	56.8	142.1
Queue Length 50th (ft)	30	182	0	43	249	0	~164	57	0	190	~405
Queue Length 95th (ft)	67	242	57	88	#402	61	#305	109	0	#329	#609
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		160	260		205	285			330	
Base Capacity (vph)	157	1179	756	157	667	824	246	312	416	443	476
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.62	0.45	0.50	0.73	0.49	0.92	0.33	0.10	0.80	1.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
1: Willow Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	10	136	213	18	112	61	191	680	79	73	533	13
v/c Ratio	0.10	0.57	0.55	0.17	0.42	0.19	0.63	0.29	0.07	0.53	0.17	0.01
Control Delay	62.3	64.3	12.0	64.5	56.0	1.8	49.7	24.3	13.2	73.7	12.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	64.3	12.0	64.5	56.0	1.8	49.7	24.3	13.2	73.7	12.8	0.0
Queue Length 50th (ft)	9	114	0	15	92	0	85	250	20	63	61	0
Queue Length 95th (ft)	28	177	71	42	150	3	124	367	76	113	117	0
Internal Link Dist (ft)		1854			1594			2622			1049	
Turn Bay Length (ft)	245		235	100		20	300		155	250		205
Base Capacity (vph)	201	609	661	209	609	592	363	2364	1096	194	3173	1030
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.22	0.32	0.09	0.18	0.10	0.53	0.29	0.07	0.38	0.17	0.01

Intersection Summary

Queues
2: Willow Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	132	146	139	211	195	853	196	128	762	14
v/c Ratio	0.13	0.58	0.45	0.78	0.54	0.67	0.32	0.22	0.69	0.33	0.02
Control Delay	63.2	65.6	12.2	86.3	49.3	64.6	21.3	9.3	68.0	22.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	65.6	12.2	86.3	49.3	64.6	21.3	9.3	68.0	22.5	0.6
Queue Length 50th (ft)	12	112	0	119	144	163	157	32	111	163	0
Queue Length 95th (ft)	35	170	60	#206	237	242	232	95	113	239	2
Internal Link Dist (ft)		1692			5395		5238			2622	
Turn Bay Length (ft)	235		240	210		250		105	250		200
Base Capacity (vph)	184	612	619	203	591	292	2652	886	211	2330	772
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.22	0.24	0.68	0.36	0.67	0.32	0.22	0.61	0.33	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
3: Willow Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	282	765	412	380	661	338	312	1544	527	366	1118	220
v/c Ratio	0.75	0.82	0.58	0.92	0.66	0.55	0.77	0.90	0.71	0.87	0.65	0.35
Control Delay	75.7	58.7	30.1	66.3	71.7	38.4	75.2	54.5	30.7	83.4	43.9	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.7	58.7	30.1	66.3	71.7	38.4	75.2	54.5	30.7	83.4	43.9	15.7
Queue Length 50th (ft)	135	357	249	181	346	164	149	522	327	175	333	52
Queue Length 95th (ft)	183	425	335	m187	m353	m173	198	#619	462	#279	408	131
Internal Link Dist (ft)		615			4144			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	437	1020	739	415	1029	628	475	1720	747	420	1731	625
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.75	0.56	0.92	0.64	0.54	0.66	0.90	0.71	0.87	0.65	0.35

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: Minnewawa Avenue & International Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	250	2	191	320	332
v/c Ratio	0.72	0.01	0.62	0.23	0.35
Control Delay	26.9	25.0	39.2	4.5	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	25.0	39.2	4.5	15.2
Queue Length 50th (ft)	55	1	89	38	90
Queue Length 95th (ft)	119	6	144	93	201
Internal Link Dist (ft)	3722	1173		2558	543
Turn Bay Length (ft)			300		
Base Capacity (vph)	495	477	414	1363	947
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.00	0.46	0.23	0.35
Intersection Summary					

Queues
5: Minnewawa Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	517	20	237	174	162	497	221	279
v/c Ratio	0.03	0.92	0.16	0.42	0.29	0.73	0.81	0.85	0.42
Control Delay	14.9	44.2	18.9	19.2	4.5	47.5	31.2	57.4	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	44.2	18.9	19.2	4.5	47.5	31.2	57.4	17.6
Queue Length 50th (ft)	2	169	5	67	0	58	160	80	76
Queue Length 95th (ft)	10	#338	20	121	36	#140	#311	#189	135
Internal Link Dist (ft)		5395		1252			2573		2558
Turn Bay Length (ft)	200		200		200	150		250	
Base Capacity (vph)	318	577	129	585	618	223	615	260	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.90	0.16	0.41	0.28	0.73	0.81	0.85	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
6: Minnewawa Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



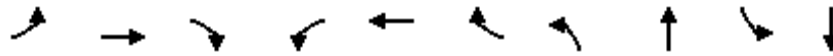
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	155	1099	234	116	1202	337	732	166	171	542	116
v/c Ratio	0.97	0.89	0.24	0.79	1.00	0.98	0.64	0.28	0.85	0.63	0.23
Control Delay	112.2	49.4	20.6	99.5	73.3	100.5	45.4	11.5	95.8	53.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.2	49.4	20.6	99.5	73.3	100.5	45.4	11.5	95.8	53.0	3.0
Queue Length 50th (ft)	153	533	137	109	~592	320	316	25	159	242	0
Queue Length 95th (ft)	m#246	#627	m187	#214	#754	#520	388	84	#273	307	19
Internal Link Dist (ft)		1159			1263		627			2587	
Turn Bay Length (ft)	230		50	215		230		104	255		25
Base Capacity (vph)	160	1237	958	149	1199	345	1147	600	221	862	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.89	0.24	0.78	1.00	0.98	0.64	0.28	0.77	0.63	0.23

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
7: Clovis Avenue & Behymer Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	391	87	50	264	122	193	718	191	428
v/c Ratio	0.13	0.88	0.19	0.54	0.47	0.22	0.78	0.90	0.86	0.55
Control Delay	49.0	58.0	3.8	68.6	31.8	6.2	63.4	44.0	78.8	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	58.0	3.8	68.6	31.8	6.2	63.4	44.0	78.8	27.2
Queue Length 50th (ft)	7	235	0	32	126	0	119	432	122	219
Queue Length 95th (ft)	26	#383	23	#83	227	43	#219	#682	#253	323
Internal Link Dist (ft)		1252			1804			313		384
Turn Bay Length (ft)	100		200	235		250	225		255	
Base Capacity (vph)	89	479	493	92	586	583	265	796	221	783
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.82	0.18	0.54	0.45	0.21	0.73	0.90	0.86	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
8: Clovis Avenue & Baron Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	322	10	35	1029	452	66	572
v/c Ratio	0.91	0.03	0.30	0.89	0.39	0.63	0.25
Control Delay	66.8	0.1	47.2	27.7	1.9	70.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	0.1	47.2	27.7	1.9	70.0	8.2
Queue Length 50th (ft)	180	0	19	488	0	38	77
Queue Length 95th (ft)	#332	0	50	#805	36	#103	106
Internal Link Dist (ft)				1292			133
Turn Bay Length (ft)	335	100	50			105	
Base Capacity (vph)	361	381	118	1154	1152	104	2291
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.03	0.30	0.89	0.39	0.63	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: Clovis Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	201	946	172	302	962	155	234	712	385	143	287	169
v/c Ratio	0.67	0.93	0.32	0.96	0.93	0.28	0.96	0.59	0.60	0.46	0.27	0.29
Control Delay	62.5	56.2	10.8	93.1	55.0	9.0	96.8	33.9	23.7	55.0	32.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	56.2	10.8	93.1	55.0	9.0	96.8	33.9	23.7	55.0	32.4	6.0
Queue Length 50th (ft)	75	357	22	116	362	12	175	227	146	53	86	0
Queue Length 95th (ft)	115	#481	77	#204	#485	63	#335	291	251	86	124	51
Internal Link Dist (ft)		1209			1573			1877			1292	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	301	1025	546	316	1048	562	245	1214	639	313	1045	587
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.92	0.32	0.96	0.92	0.28	0.96	0.59	0.60	0.46	0.27	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
10: Clovis Avenue & Teague Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	175	117	179	1296	685	84
v/c Ratio	0.65	0.34	0.67	0.50	0.36	0.10
Control Delay	44.8	8.9	45.6	6.2	13.7	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	8.9	45.6	6.2	13.7	7.7
Queue Length 50th (ft)	89	0	91	125	104	10
Queue Length 95th (ft)	144	42	147	213	185	40
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	554	378	2605	1917	878
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.21	0.47	0.50	0.36	0.10

Intersection Summary

Queues
11: Clovis Avenue & Nees Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	632	439	35	501	373	349	973	51	117	621	53
v/c Ratio	0.73	0.93	0.55	0.26	0.86	0.65	0.94	0.74	0.08	0.75	0.70	0.11
Control Delay	81.2	59.1	10.2	57.7	55.1	28.3	82.4	37.8	1.0	80.7	45.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	59.1	10.2	57.7	55.1	28.3	82.4	37.8	1.0	80.7	45.9	0.5
Queue Length 50th (ft)	82	~493	53	26	357	159	~281	353	0	90	231	0
Queue Length 95th (ft)	#169	#739	154	60	#531	267	#473	436	5	#178	297	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	150	681	798	134	606	596	370	1312	630	165	893	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.93	0.55	0.26	0.83	0.63	0.94	0.74	0.08	0.71	0.70	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

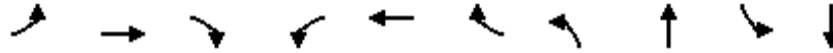
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
12: Clovis Avenue & Alluvial Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	439	201	41	367	133	284	1415	136	992
v/c Ratio	0.18	0.87	0.39	0.29	0.67	0.24	0.85	0.98	0.68	0.83
Control Delay	56.9	60.6	15.0	59.7	44.9	6.7	72.8	56.4	70.2	47.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	60.6	15.0	59.7	44.9	6.7	72.8	56.4	70.2	47.6
Queue Length 50th (ft)	19	335	45	32	267	3	216	~653	108	~424
Queue Length 95th (ft)	49	434	103	70	350	48	#401	#910	175	#588
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	450		255	
Base Capacity (vph)	171	596	587	171	612	606	337	1450	231	1194
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.74	0.34	0.24	0.60	0.22	0.84	0.98	0.59	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

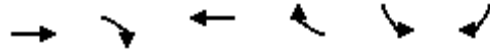
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
13: SR-168 WB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1872	615	2575	555	78	410
v/c Ratio	0.41	0.47	0.61	0.43	0.12	0.72
Control Delay	9.2	1.9	2.7	2.1	45.3	56.3
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	9.2	1.9	3.0	2.1	45.3	56.3
Queue Length 50th (ft)	188	0	52	9	30	186
Queue Length 95th (ft)	248	40	64	m30	51	236
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	4573	1310	4253	1295	884	739
Starvation Cap Reductn	0	0	785	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.47	0.74	0.43	0.09	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
14: SR-168 EB Ramps & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1580	409	2382	221	812	1051
v/c Ratio	0.93	0.26	0.95	0.35	0.28	0.65
Control Delay	47.5	0.4	34.4	4.0	15.5	21.9
Queue Delay	1.9	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	0.4	34.4	4.0	15.5	21.9
Queue Length 50th (ft)	513	0	526	20	128	344
Queue Length 95th (ft)	#308	0	m541	m23	154	425
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	1694	1599	2514	634	2887	1624
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	46	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.26	0.95	0.35	0.28	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
15: Clovis Avenue & Herndon Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	732	1561	364	340	1482	221	634	973	345	394	514
v/c Ratio	1.10	0.85	0.37	0.85	1.03	0.40	0.75	0.70	1.00	0.60	0.51
Control Delay	101.5	35.6	4.4	80.2	80.2	15.7	55.3	44.4	109.9	61.8	25.9
Queue Delay	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.5	36.7	4.4	80.2	80.2	15.7	55.3	44.4	109.9	61.8	25.9
Queue Length 50th (ft)	~398	476	65	157	~526	48	277	266	164	126	143
Queue Length 95th (ft)	m#482	m524	m62	#228	#624	123	347	319	#269	164	202
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350		240	245		150	200		230		185
Base Capacity (vph)	668	1837	995	420	1441	551	850	1394	346	660	1011
Starvation Cap Reductn	0	110	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.90	0.37	0.81	1.03	0.40	0.75	0.70	1.00	0.60	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
18: Sunnyside Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	455	981	179	68	1016	355	204	400	179	199	411
v/c Ratio	1.04	0.57	0.21	0.48	0.96	0.46	0.86	1.02	0.99	0.60	0.53
Control Delay	94.7	22.8	3.2	60.5	59.4	16.7	78.1	94.2	116.3	50.2	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.7	22.8	3.2	60.5	59.4	16.7	78.1	94.2	116.3	50.2	21.1
Queue Length 50th (ft)	~347	266	0	47	372	114	142	~295	128	131	175
Queue Length 95th (ft)	#546	333	38	93	#509	195	#267	#489	#272	210	270
Internal Link Dist (ft)		426			710			1247		580	
Turn Bay Length (ft)	265		250	250		250	250		300		300
Base Capacity (vph)	438	1718	861	147	1053	764	246	391	180	334	776
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.57	0.21	0.46	0.96	0.46	0.83	1.02	0.99	0.60	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
19: Fowler Avenue & Shepherd Avenue

Tract Map 6343 Project
Cumulative Year (2046) WP MIT - PM Pk Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	645	212	76	726	297	351	389	114	163	282
v/c Ratio	0.40	0.46	0.28	0.50	0.98	0.39	1.04	0.82	0.23	0.92	0.92
Control Delay	52.6	25.0	4.2	55.6	61.0	8.5	99.4	50.8	6.4	94.7	77.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	25.0	4.2	55.6	61.0	8.5	99.4	50.8	6.4	94.7	77.1
Queue Length 50th (ft)	35	165	0	47	~504	34	~242	234	0	105	175
Queue Length 95th (ft)	76	221	47	94	#727	98	#417	#384	39	#228	#332
Internal Link Dist (ft)		329			709			846			2563
Turn Bay Length (ft)	115		160	260		205	285			330	
Base Capacity (vph)	142	1389	751	160	740	760	339	475	494	178	305
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.46	0.28	0.47	0.98	0.39	1.04	0.82	0.23	0.92	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

APPENDIX H

HCS WORKSHEETS

HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1869	7098	0.26	66.6	9.4	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	1869	1032	7200	4000	0.26	0.26	62.6	58.0	10.0	13.4	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	811	4688	0.17	64.3	6.3	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1040	229	4800	1900	0.22	0.12	65.5	65.5	7.9	8.9	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1136	84	4800	2000	0.24	0.04	66.1	66.1	8.6	9.4	A

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94		0.938	1142	4688	0.24	64.4	8.9	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.7	8.5	8.0	1.20	A

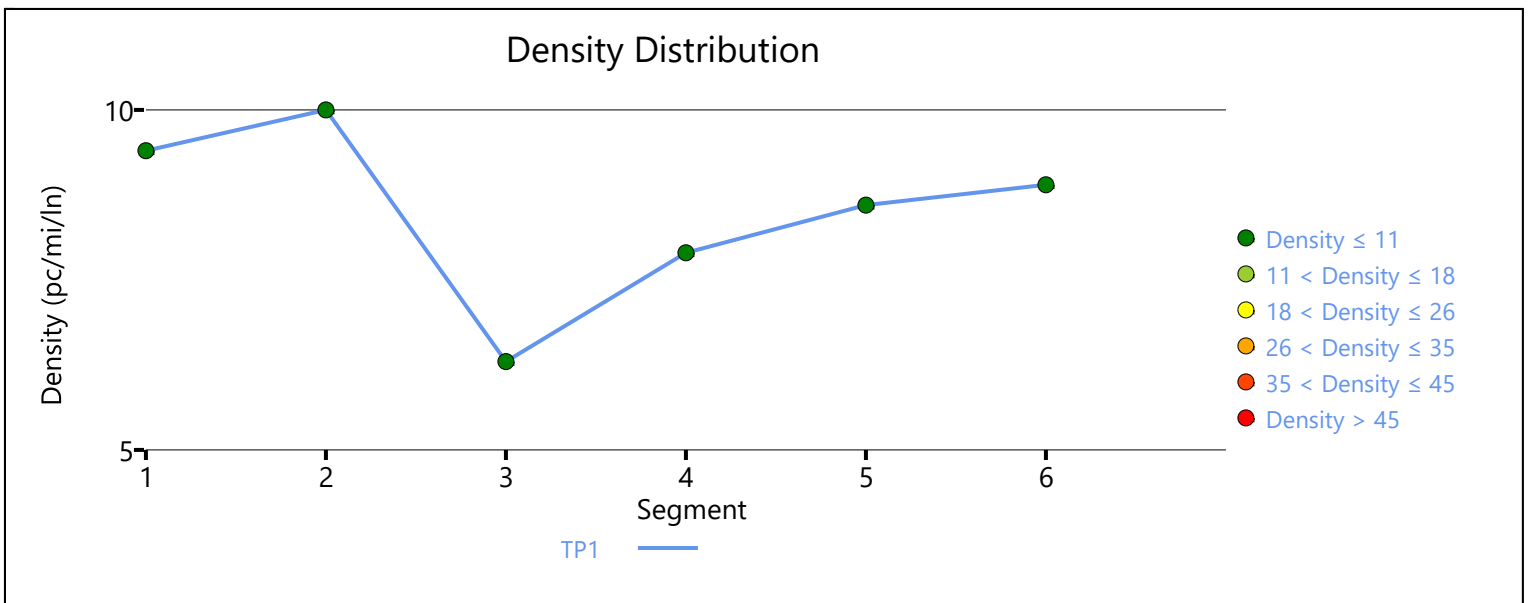
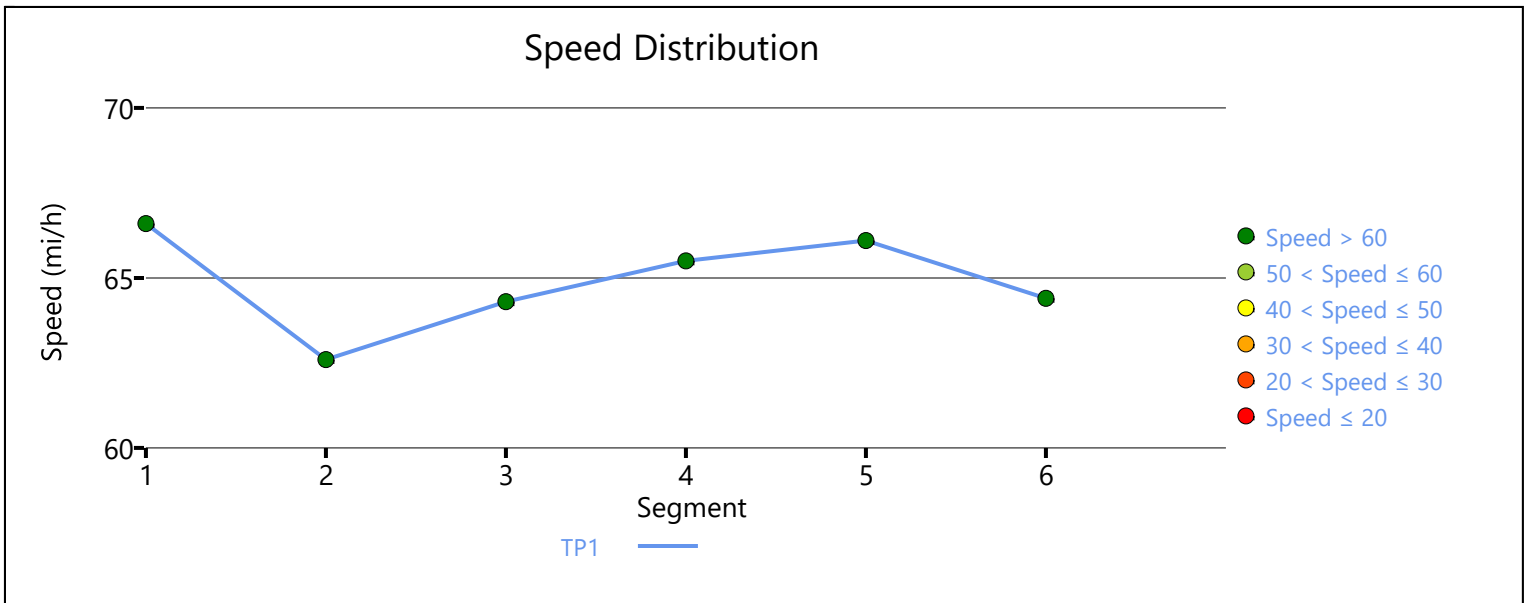
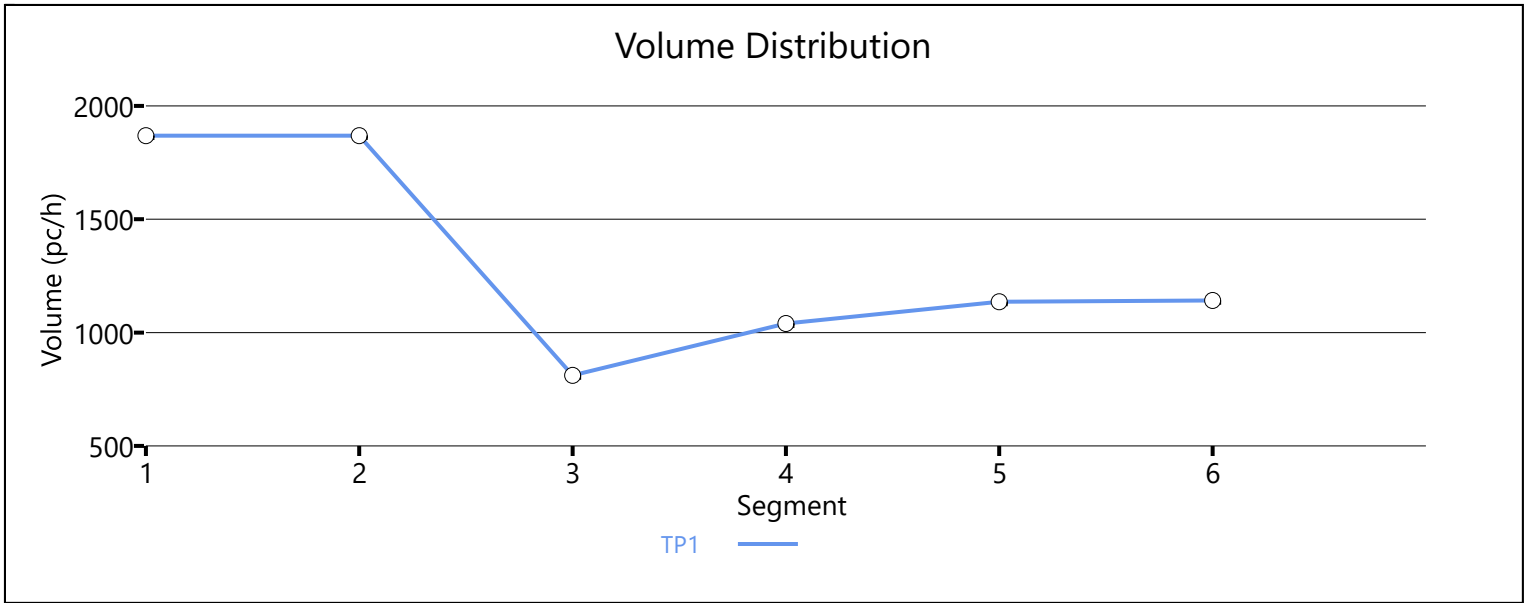
Facility Overall Results

Space Mean Speed, mi/h	64.7	Density, veh/mi/ln	8.0
Average Travel Time, min	1.20	Density, pc/mi/ln	8.5

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4382	4716	0.93	56.5	38.8	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4382	850	4800	2000	0.91	0.43	58.5	58.5	37.5	38.2	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3481	4672	0.75	62.4	27.9	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4106	625	4800	2000	0.86	0.31	58.0	58.0	35.4	33.9	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4666	532	7200	2000	0.65	0.27	71.8	-	21.7	-	C

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94		0.938	4691	7008	0.67	63.4	24.7	C

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.2	29.3	27.5	1.30	D

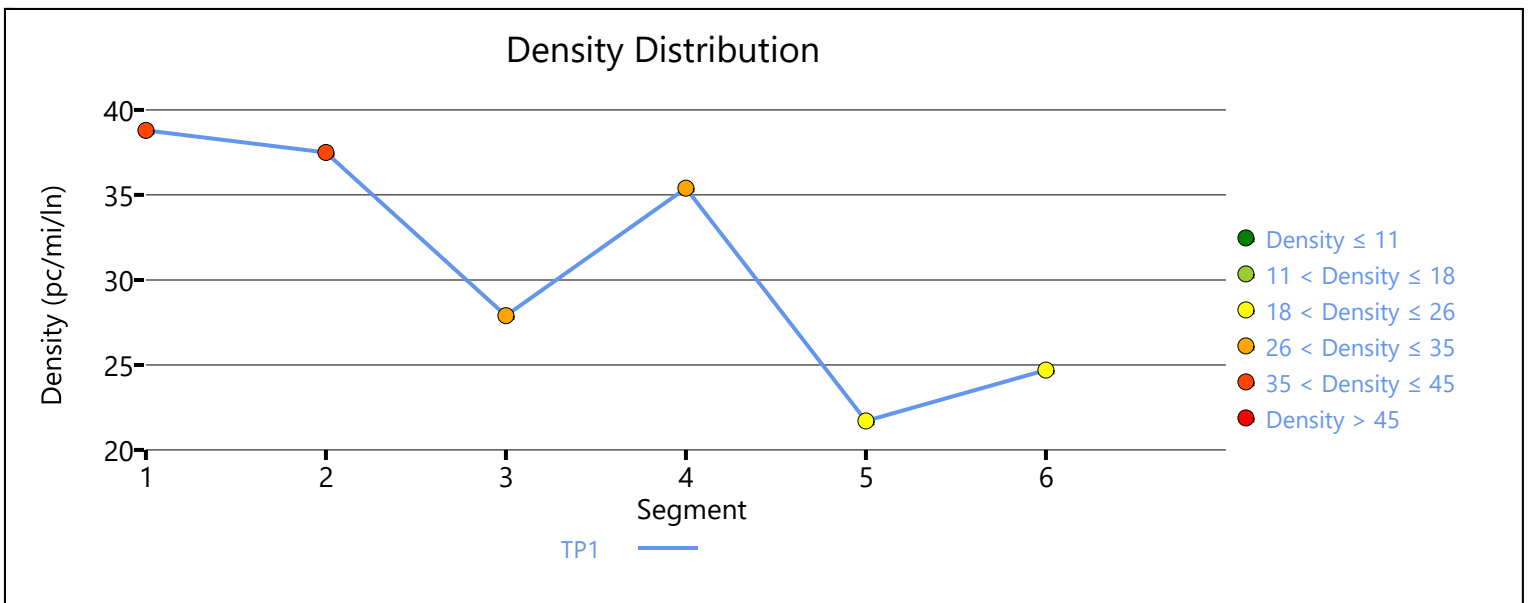
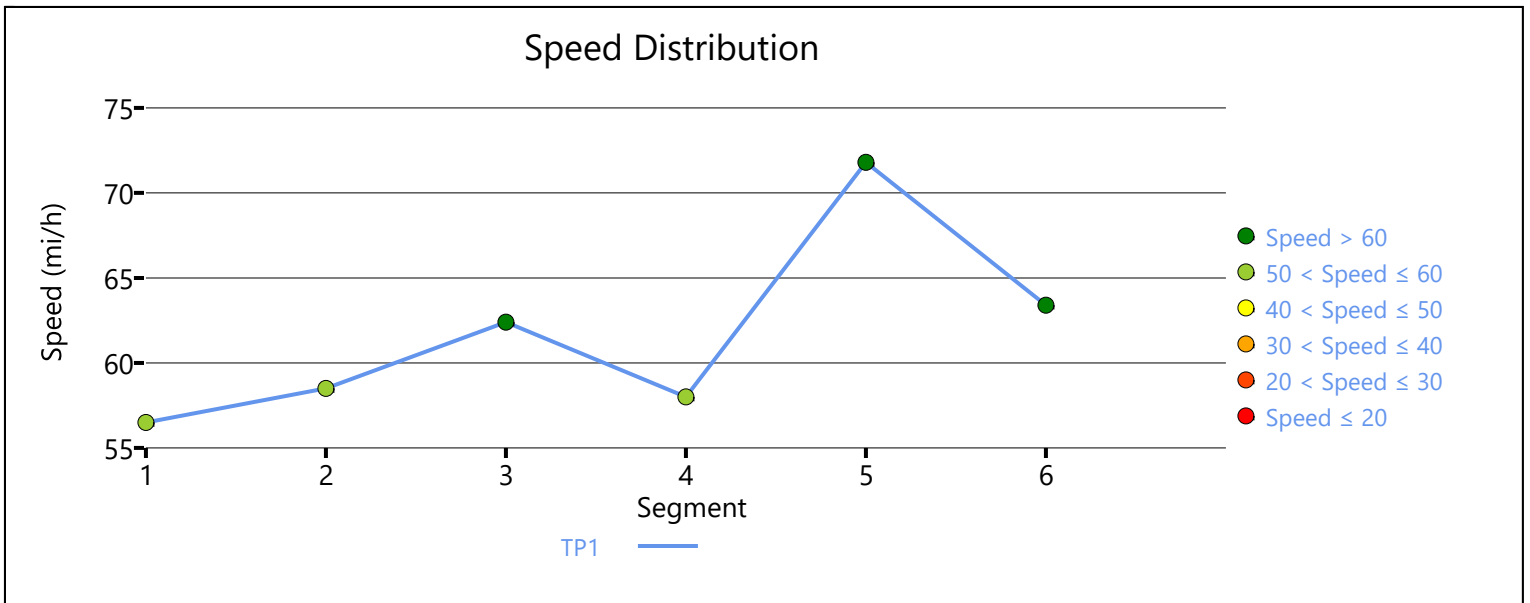
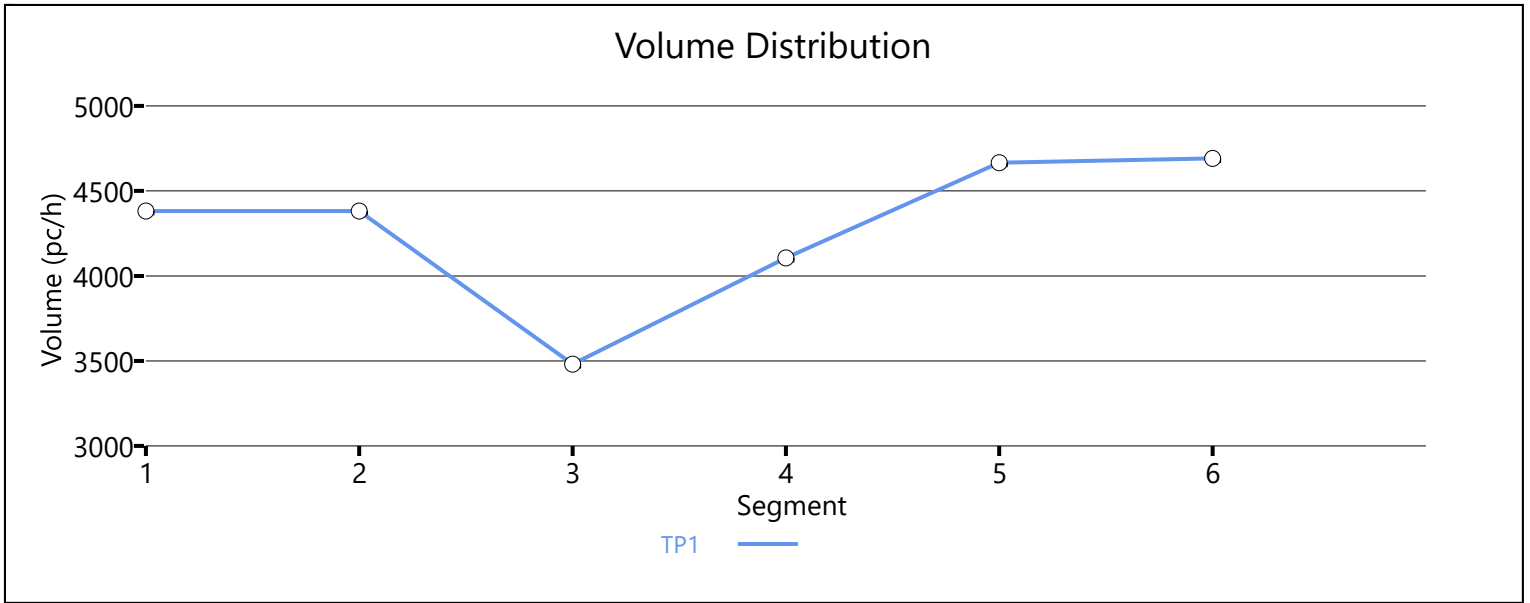
Facility Overall Results

Space Mean Speed, mi/h	62.2	Density, veh/mi/ln	27.5
Average Travel Time, min	1.30	Density, pc/mi/ln	29.3

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		5011		7098		0.71		65.1		25.7		C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5011	1262	7200	4000	0.70	0.32	64.5	57.3	25.9	26.6	C

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		3679		4688		0.78		61.9		29.7		D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4066	387	4800	1900	0.85	0.20	58.3	58.3	34.9	32.4	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4284	197	4800	2000	0.89	0.10	57.1	57.1	37.5	33.9	D

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		4296		4688		0.92		56.8		37.8		E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.2	30.2	28.4	1.30	D

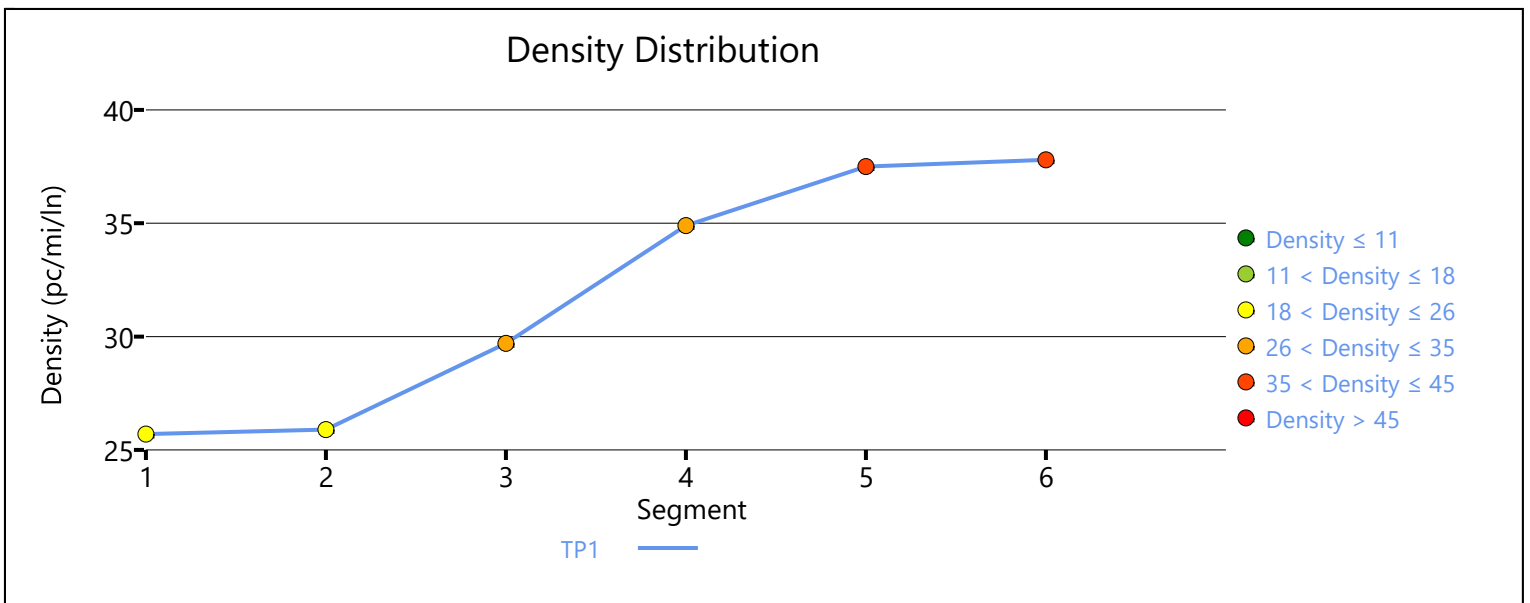
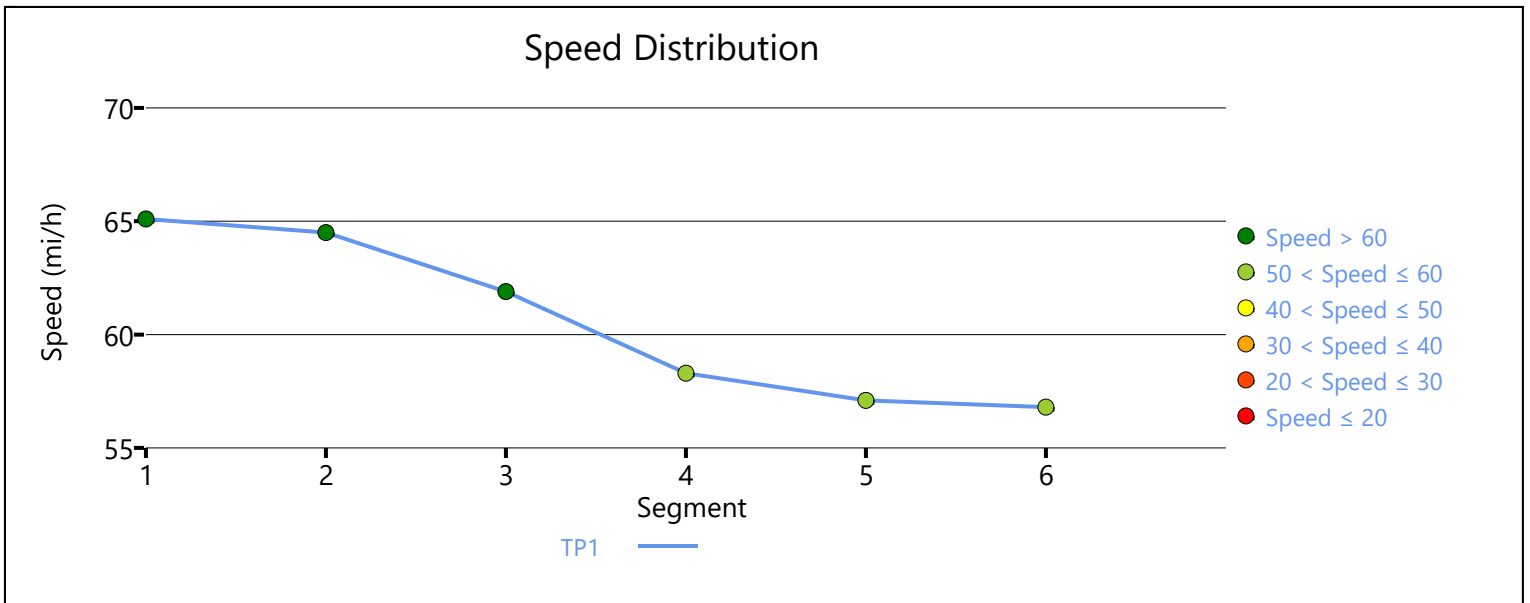
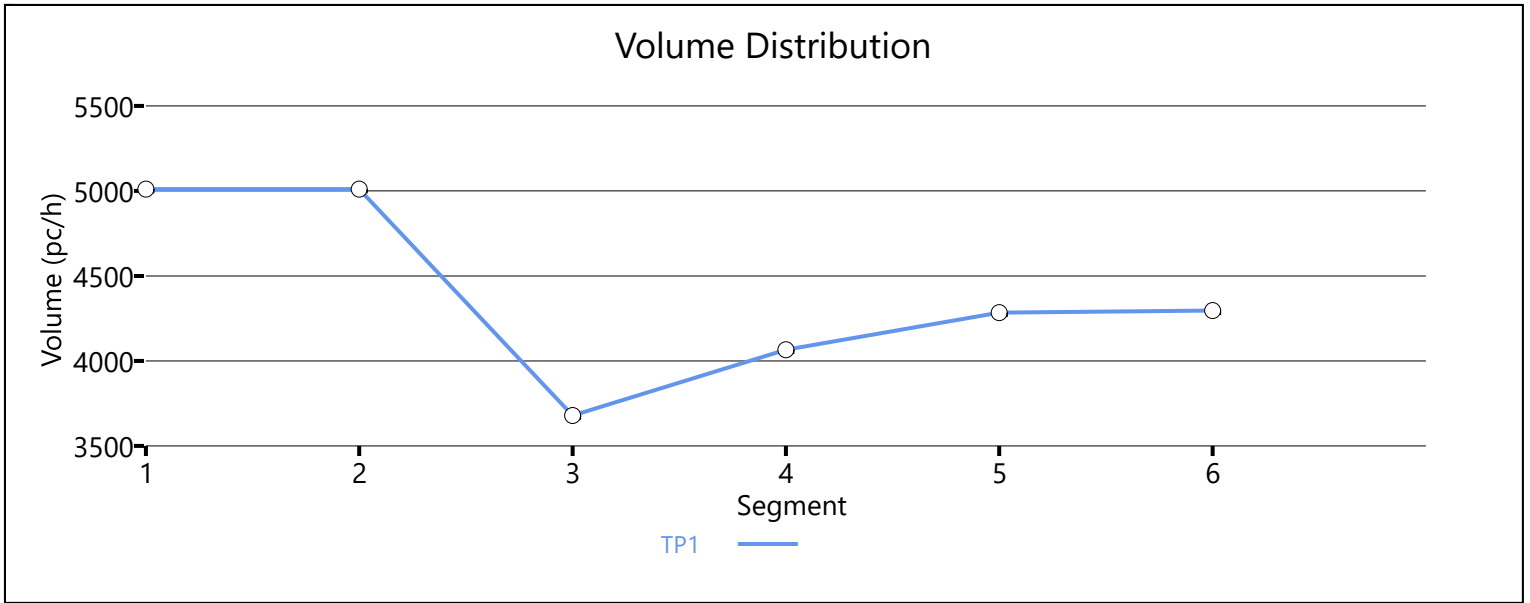
Facility Overall Results

Space Mean Speed, mi/h	61.2	Density, veh/mi/ln	28.4
Average Travel Time, min	1.30	Density, pc/mi/ln	30.2

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		4451		4716		1.01		41.9		53.1		F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4406	436	4800	2000	0.99	0.22	40.6	59.8	54.2	41.5	F

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		3887		4672		0.92		29.4		66.1		F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	583	4800	2000	1.02	0.29	54.6	54.6	40.9	36.8	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5039	569	7200	2000	0.76	0.28	65.3	-	25.7	-	C

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		5039		7008		0.79		62.8		26.7		D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	45.2	43.0	40.4	1.90	F

Facility Overall Results

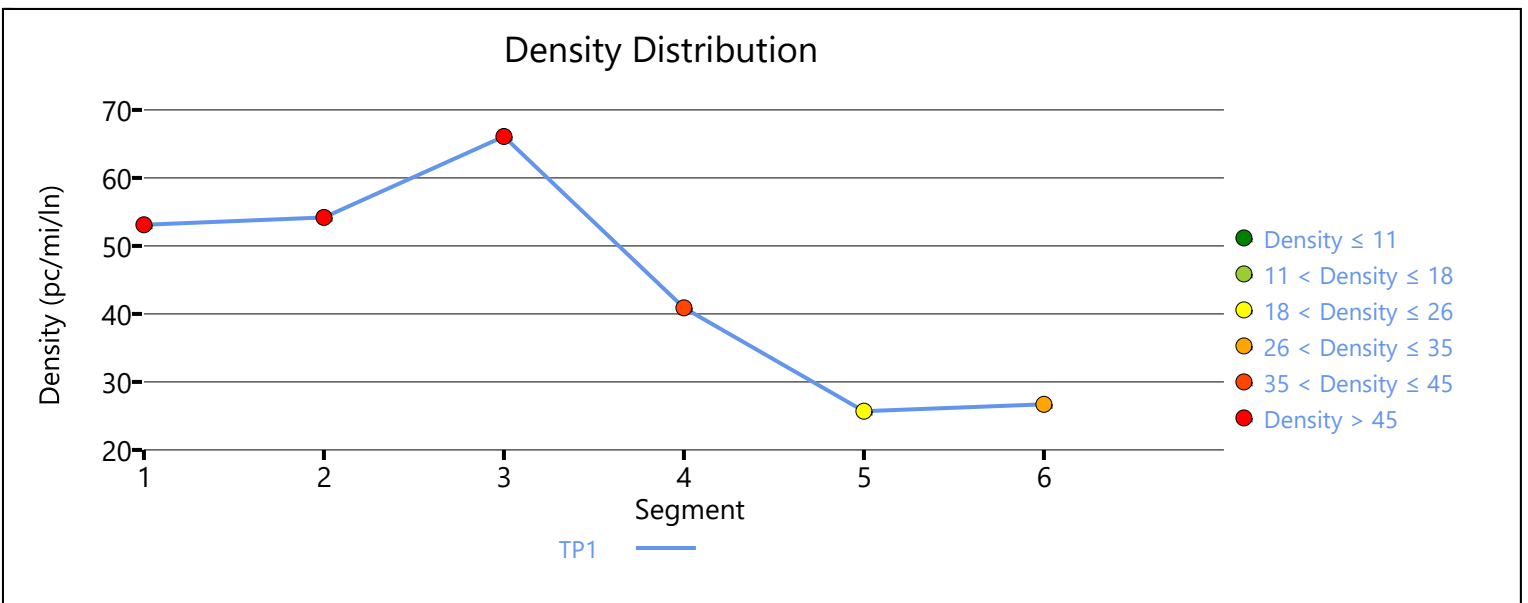
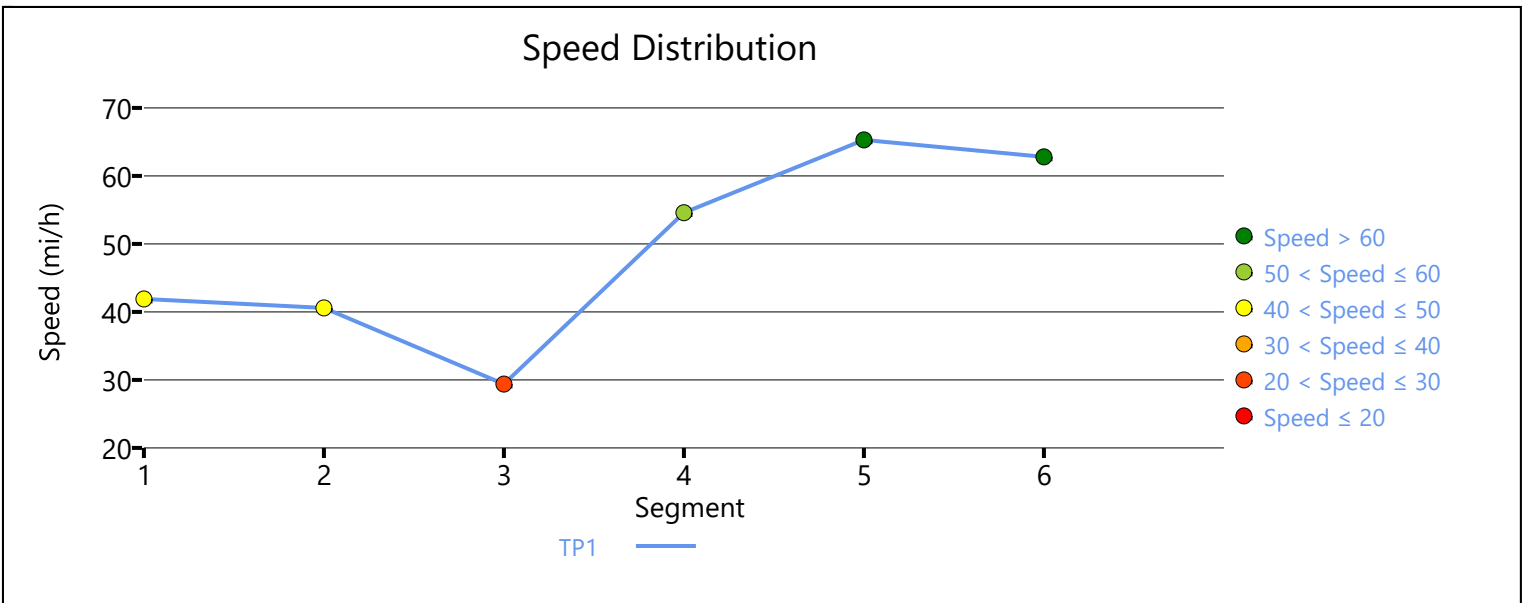
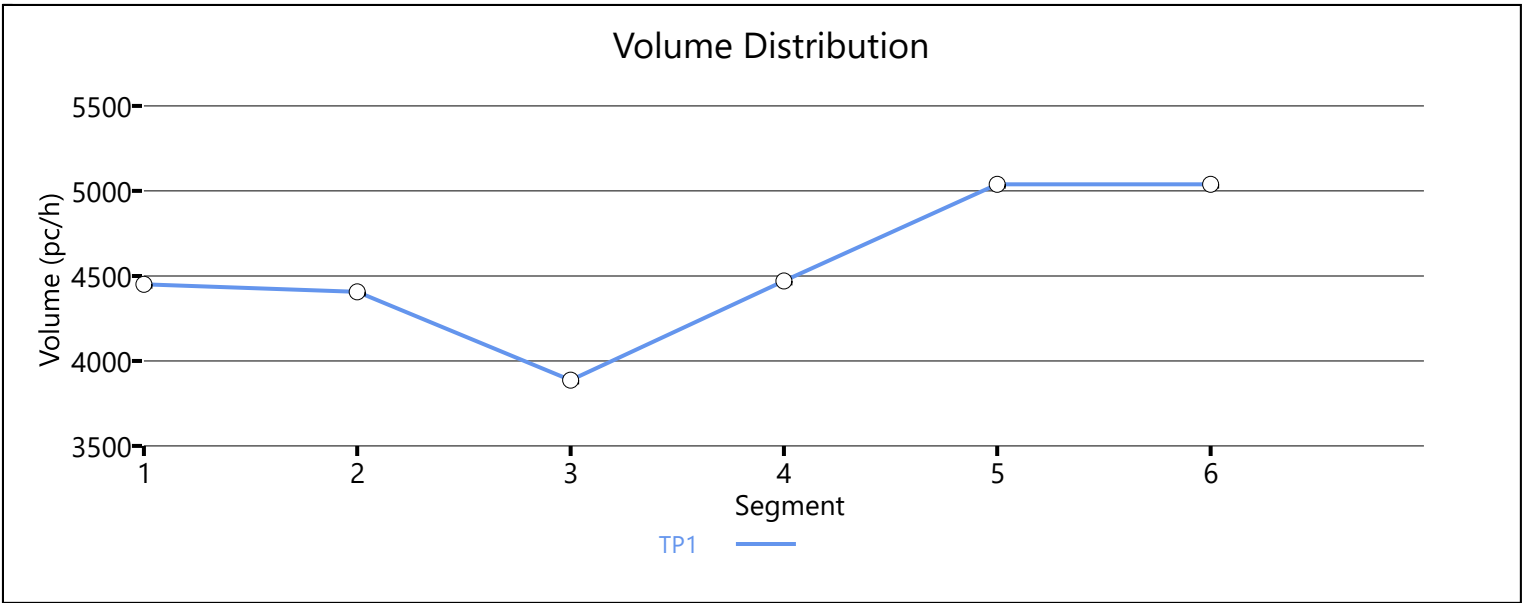
Space Mean Speed, mi/h	45.2	Density, veh/mi/ln	40.4
Average Travel Time, min	1.90	Density, pc/mi/ln	43.0

Messages

WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1897	7098	0.27	66.6	9.5	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	1897	1059	7200	4000	0.26	0.26	62.5	57.9	10.1	13.6	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	811	4688	0.17	64.3	6.3	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1040	229	4800	1900	0.22	0.12	65.5	65.5	7.9	8.9	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1136	84	4800	2000	0.24	0.04	66.1	66.1	8.6	9.4	A

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94		0.938	1142	4688	0.24	64.4	8.9	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.6	8.6	8.1	1.20	A

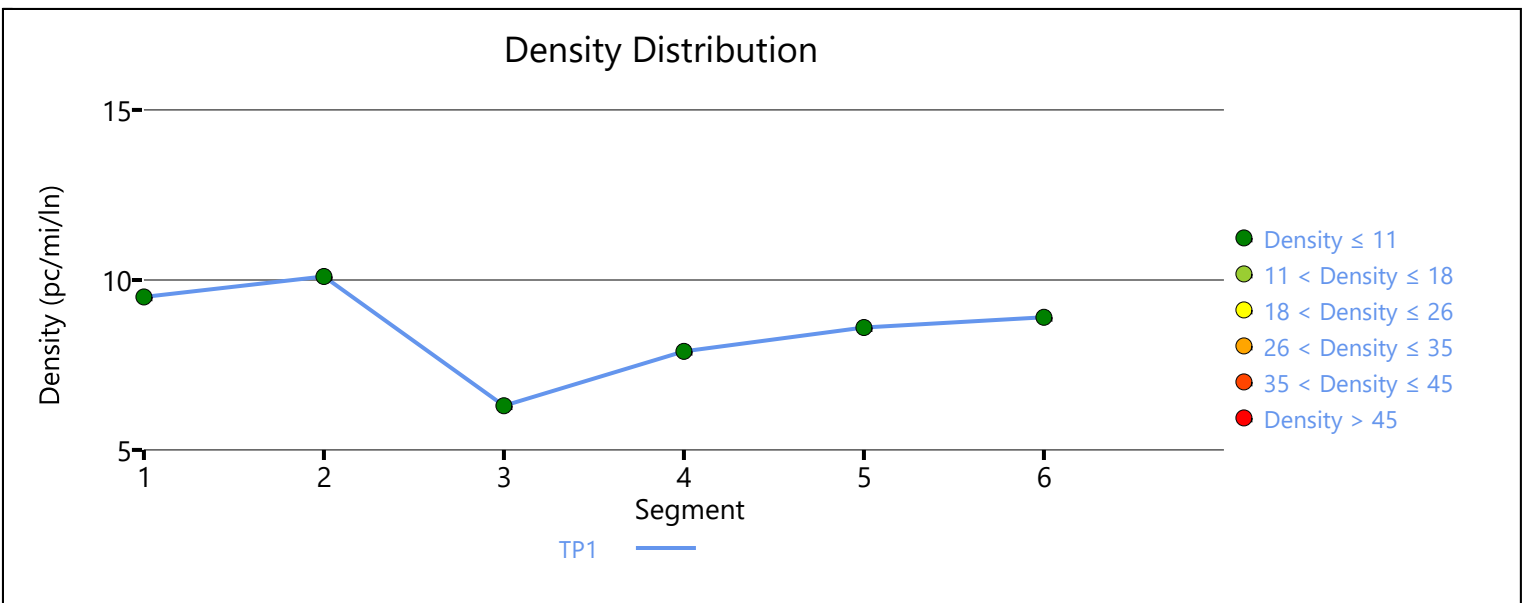
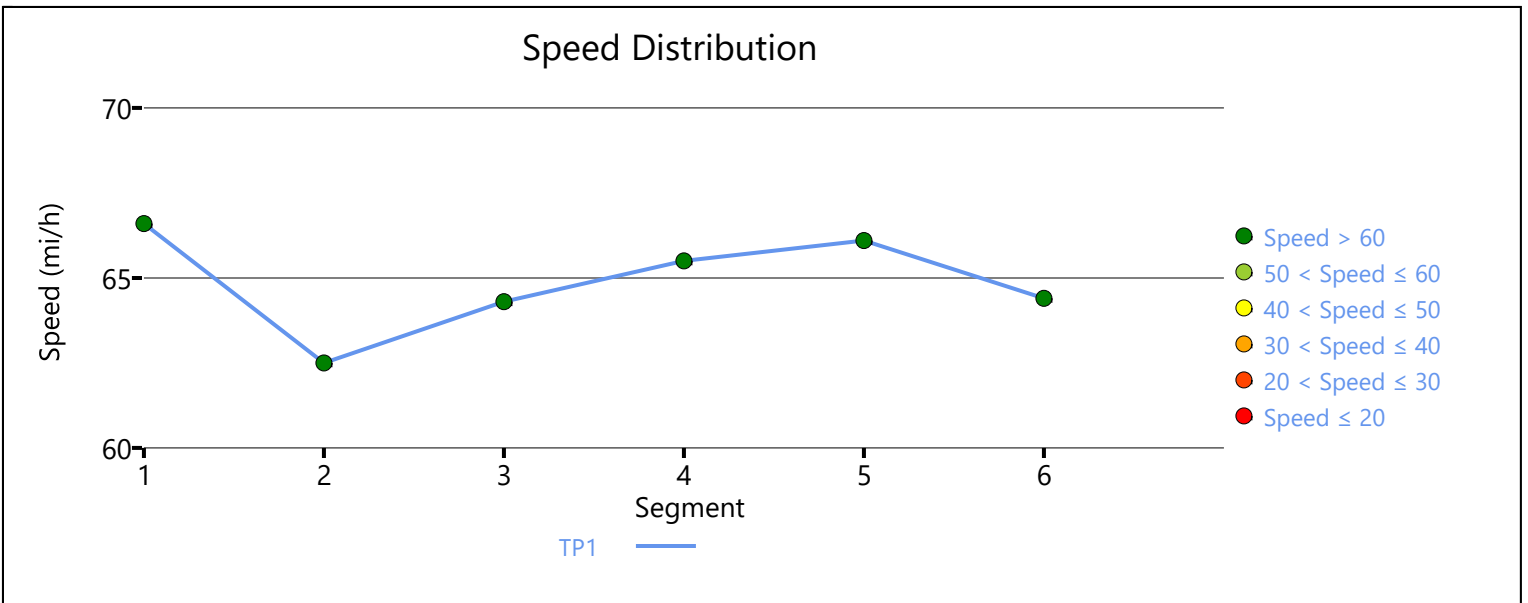
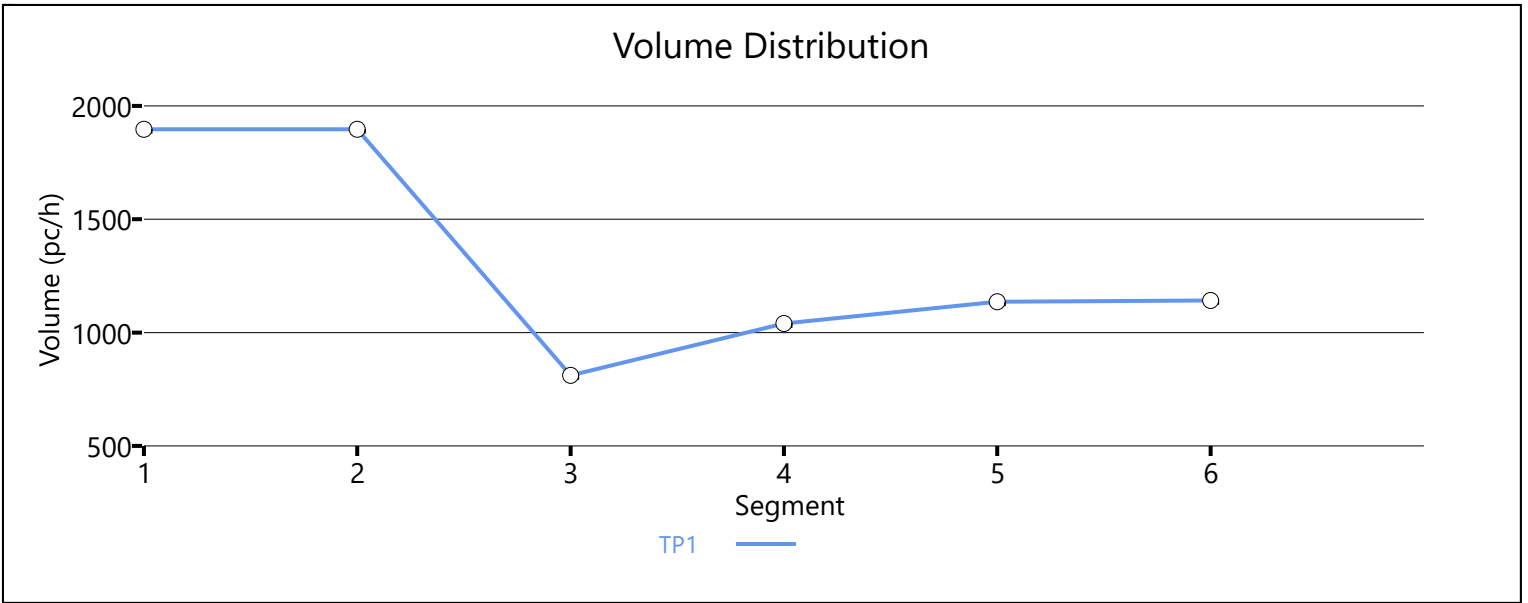
Facility Overall Results

Space Mean Speed, mi/h	64.6	Density, veh/mi/ln	8.1
Average Travel Time, min	1.20	Density, pc/mi/ln	8.6

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4382	4716	0.93	56.5	38.8	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4382	850	4800	2000	0.91	0.43	58.5	58.5	37.5	38.2	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3481	4672	0.75	62.4	27.9	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4186	705	4800	2000	0.87	0.35	57.4	57.4	36.5	34.5	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4750	532	7200	2000	0.66	0.27	71.4	-	22.2	-	C

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94		0.938	4775	7008	0.68	63.3	25.2	C

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.0	29.7	27.9	1.40	D

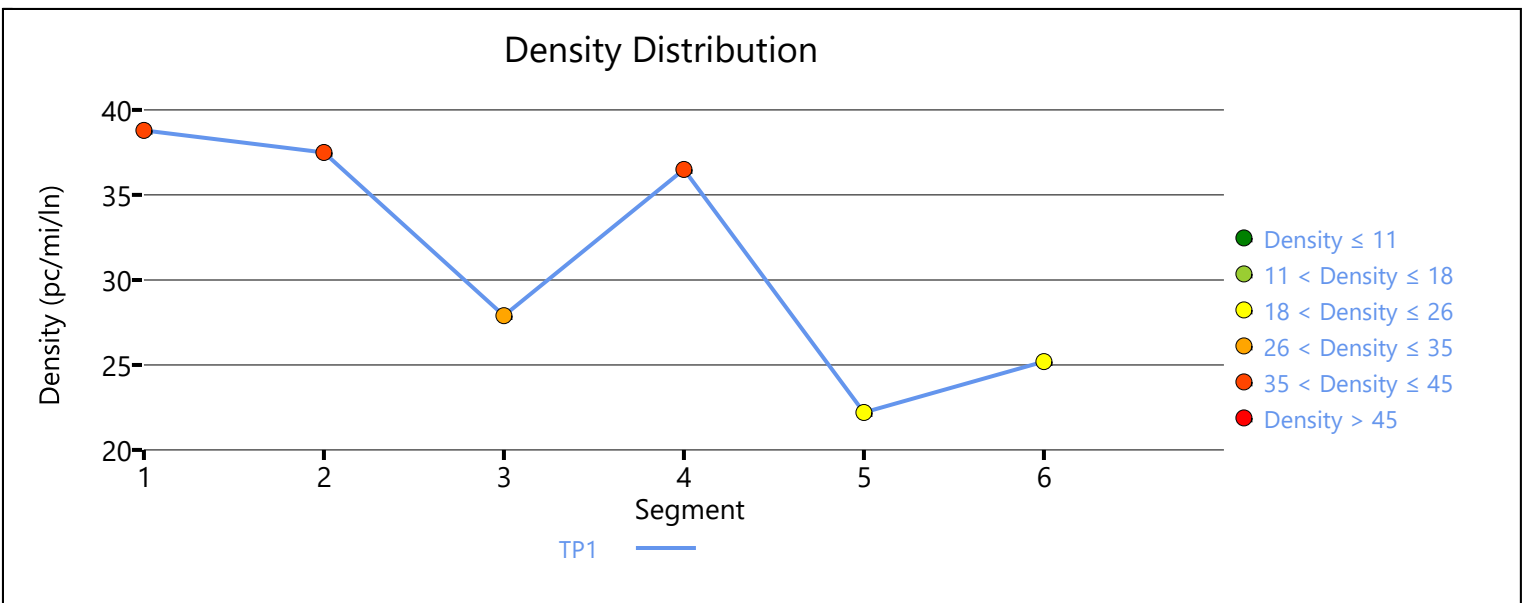
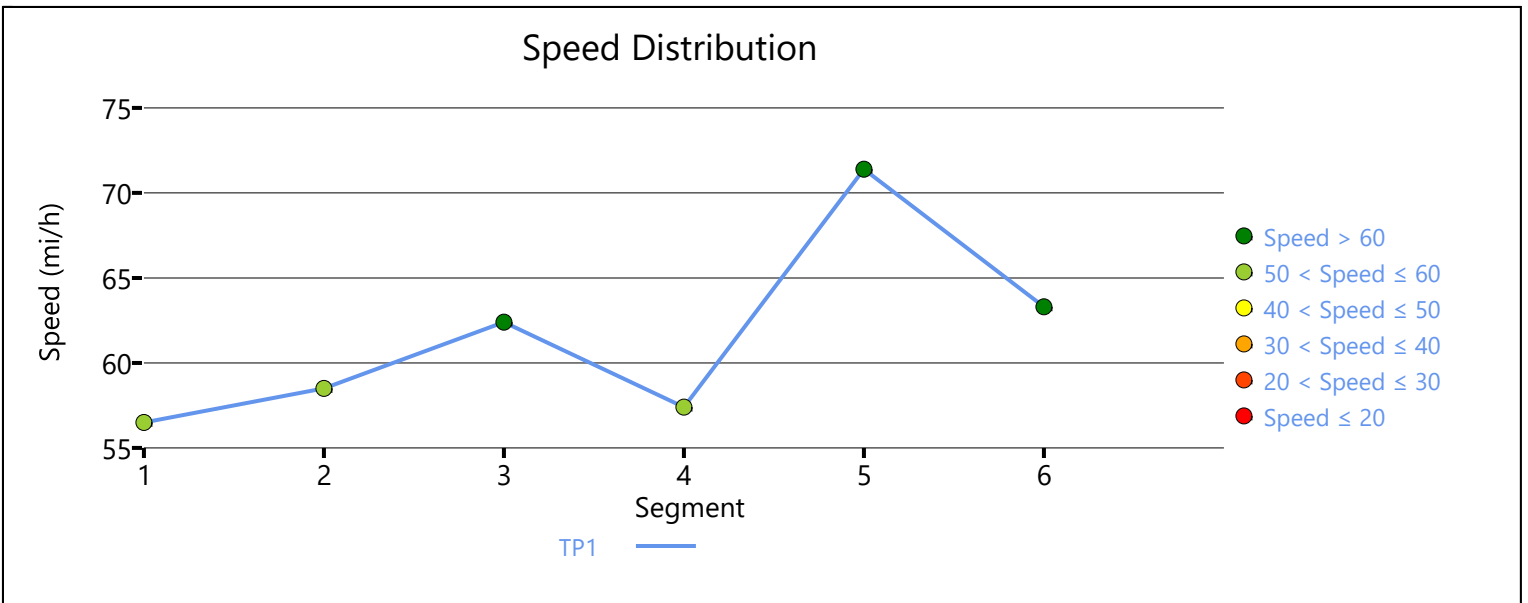
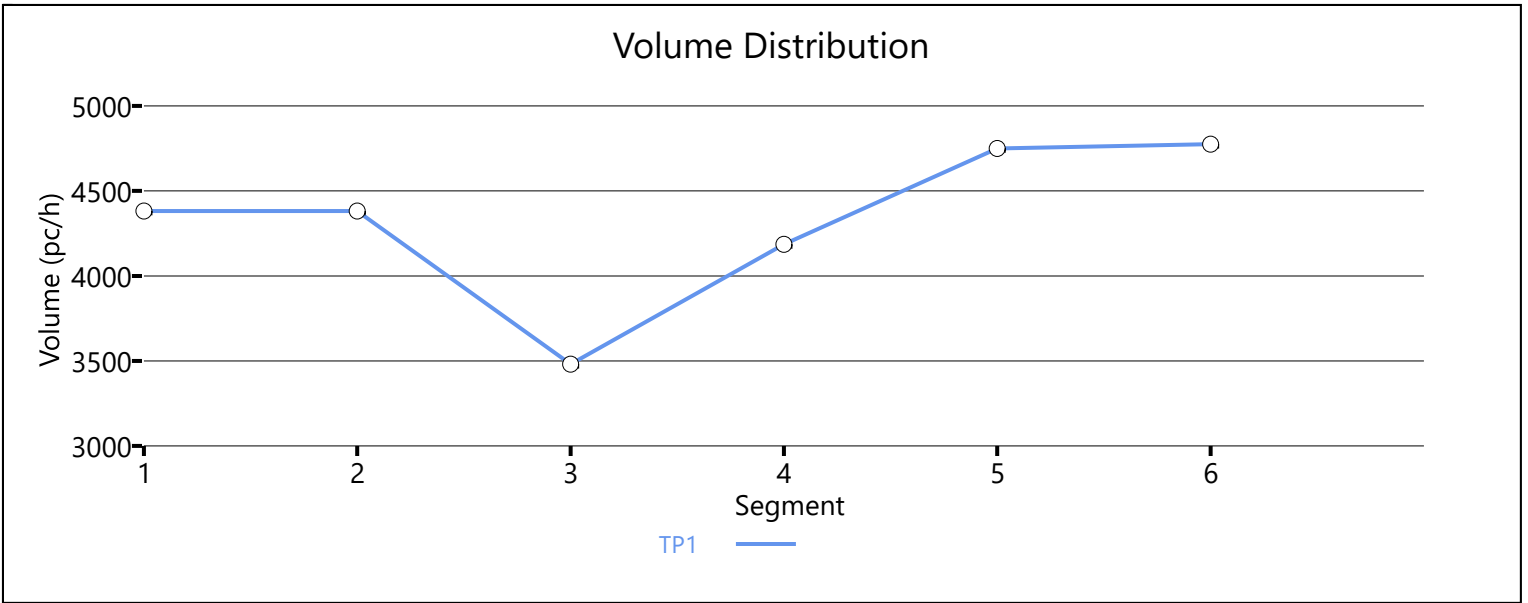
Facility Overall Results

Space Mean Speed, mi/h	62.0	Density, veh/mi/ln	27.9
Average Travel Time, min	1.40	Density, pc/mi/ln	29.7

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		5106		7098		0.72		64.8		26.3		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5106	1352	7200	4000	0.71	0.34	64.1	57.0	26.6	27.4	C

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		3679		4688		0.78		61.9		29.7		D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4066	387	4800	1900	0.85	0.20	58.3	58.3	34.9	32.4	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4284	197	4800	2000	0.89	0.10	57.1	57.1	37.5	33.9	D

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		4296		4688		0.92		56.8		37.8		E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.1	30.5	28.7	1.30	D

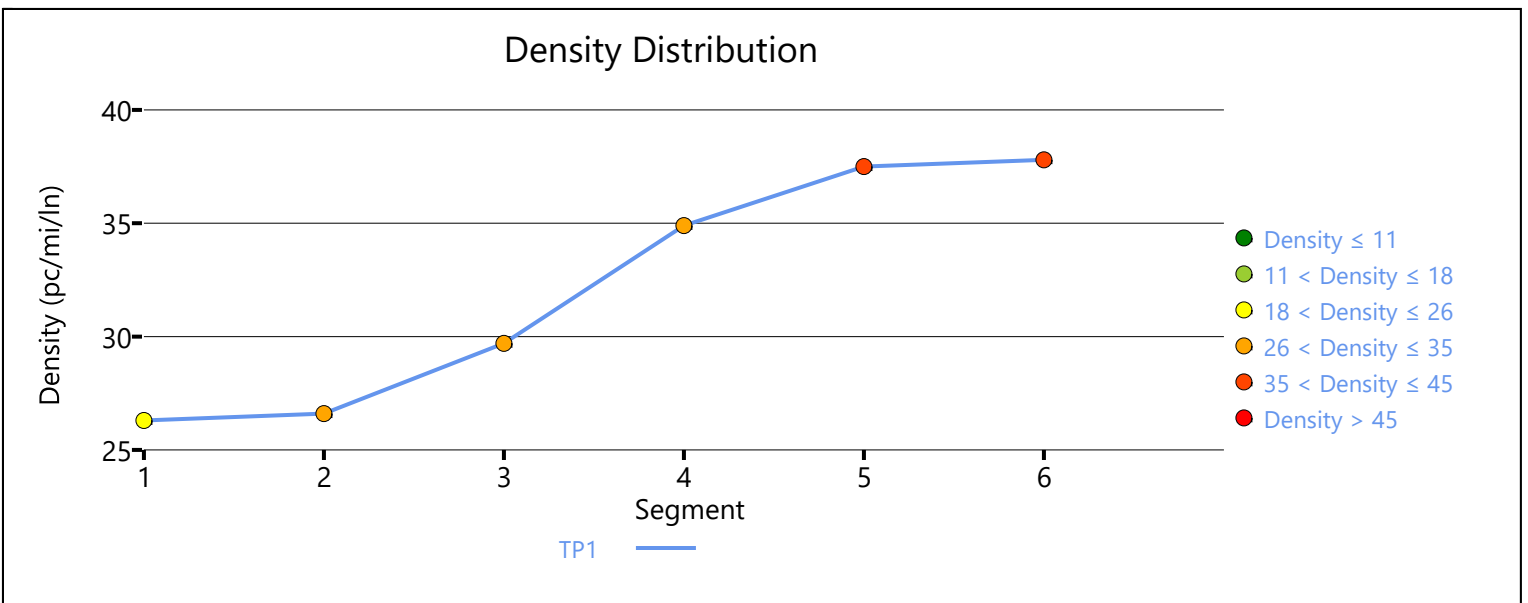
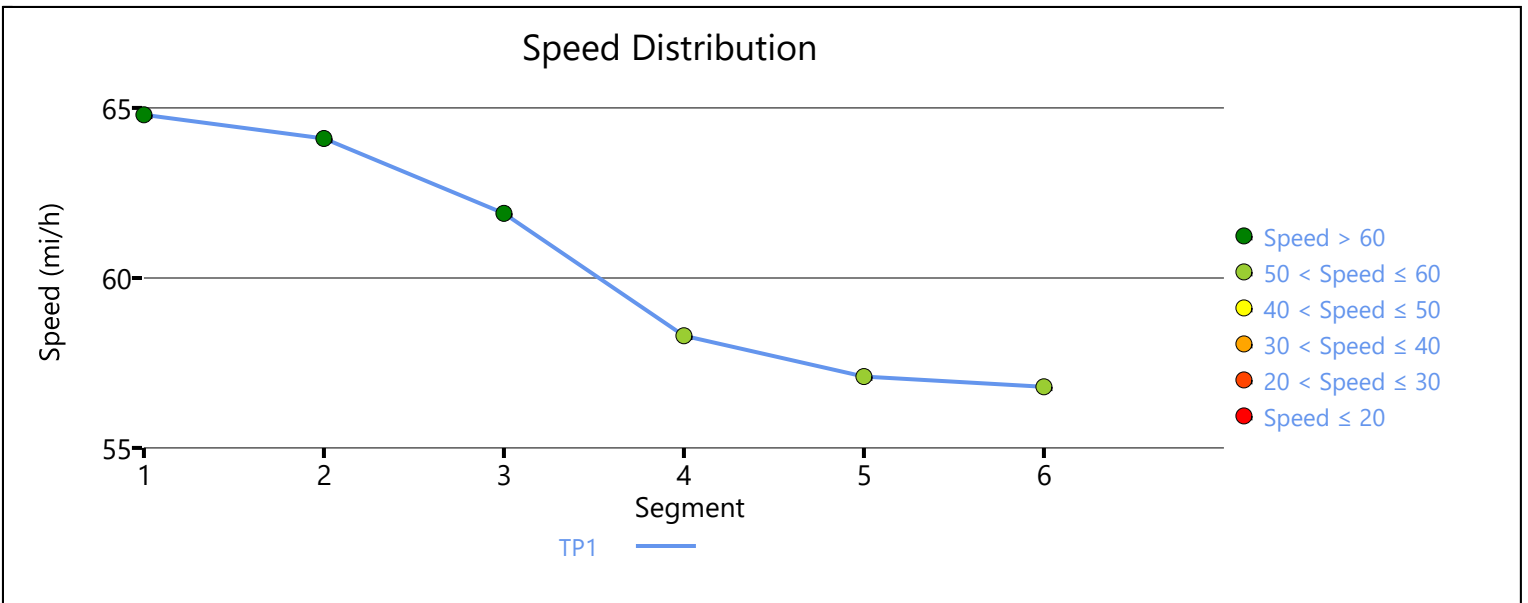
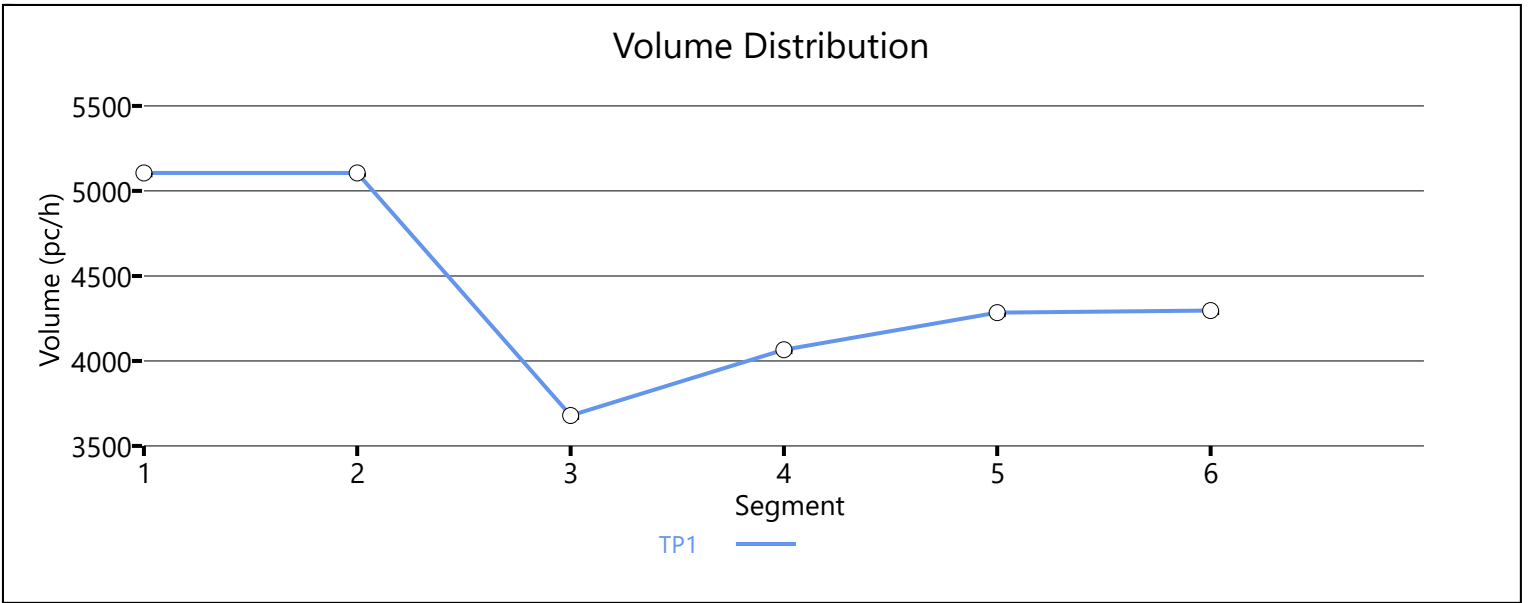
Facility Overall Results

Space Mean Speed, mi/h	61.1	Density, veh/mi/ln	28.7
Average Travel Time, min	1.30	Density, pc/mi/ln	30.5

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		4405		4716		1.01		40.4		54.6		F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4356	436	4800	2000	0.99	0.22	39.0	59.8	55.8	41.5	F

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		3833		4672		0.92		28.2		67.9		F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	637	4800	2000	1.03	0.32	54.6	54.6	40.9	36.8	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5039	569	7200	2000	0.77	0.28	65.3	-	25.7	-	C

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		5039		7008		0.80		62.8		26.7		D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	44.2	43.8	41.0	1.90	F

Facility Overall Results

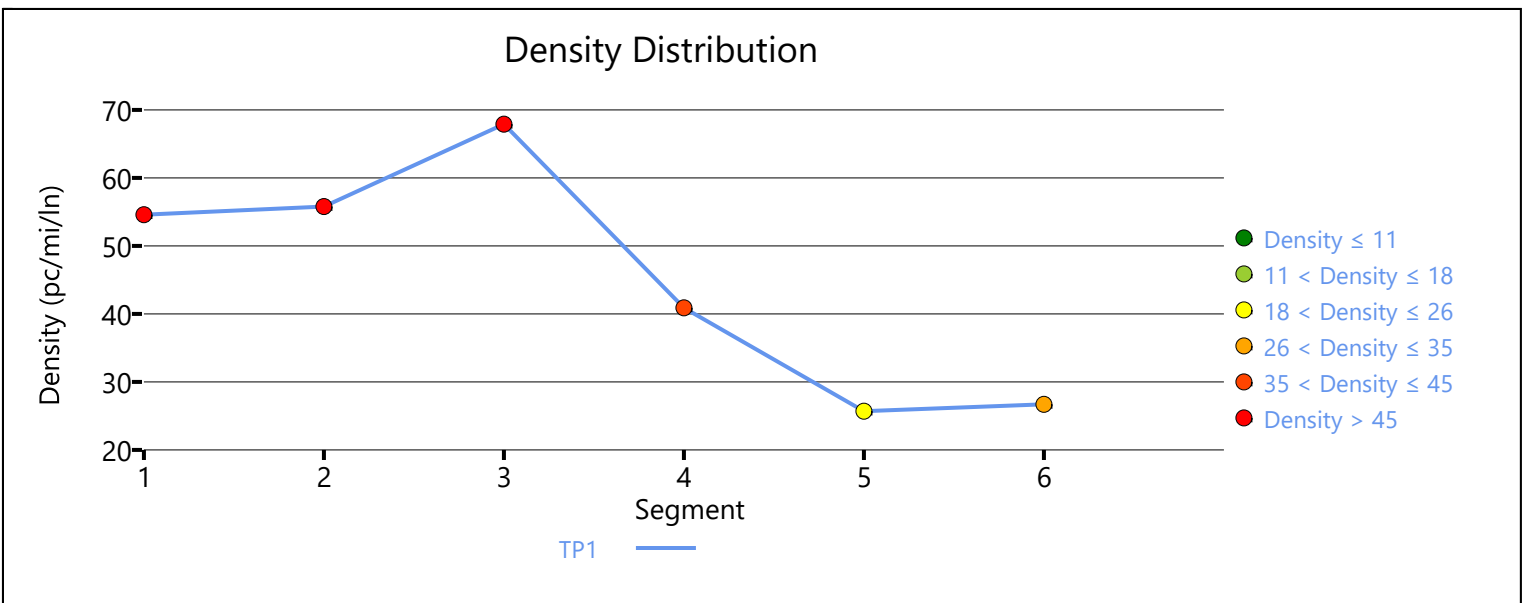
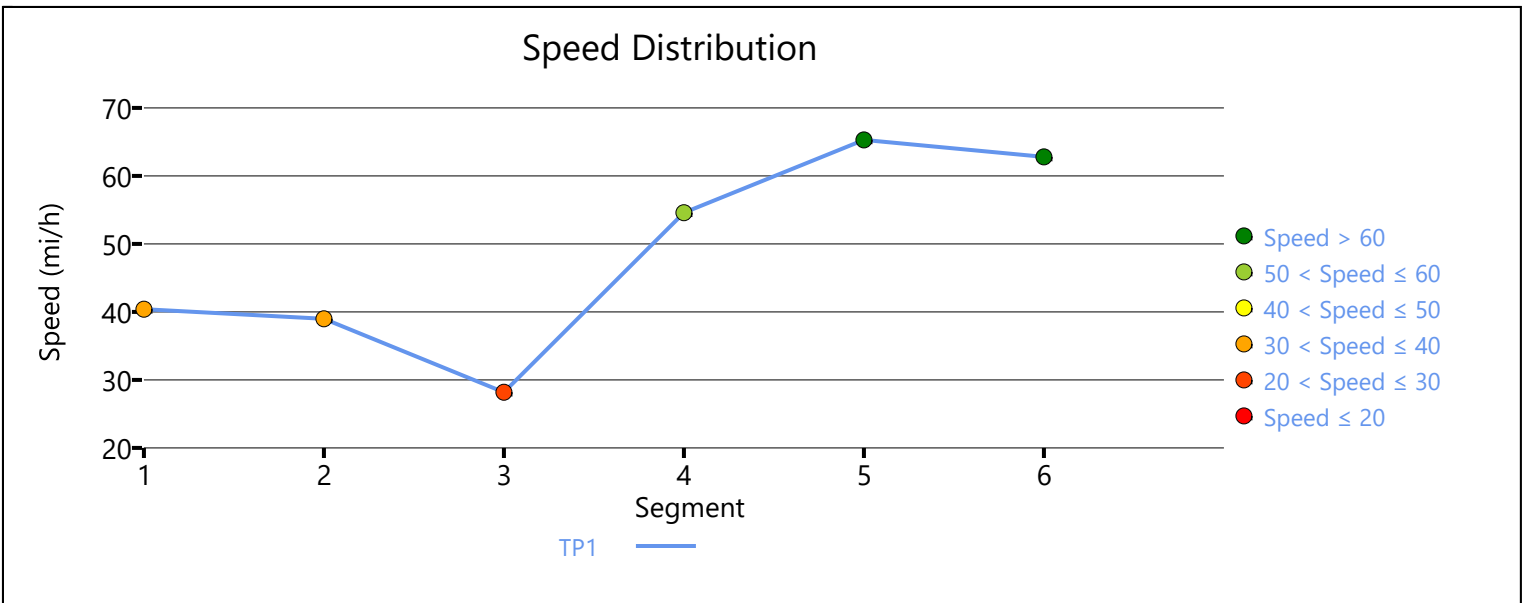
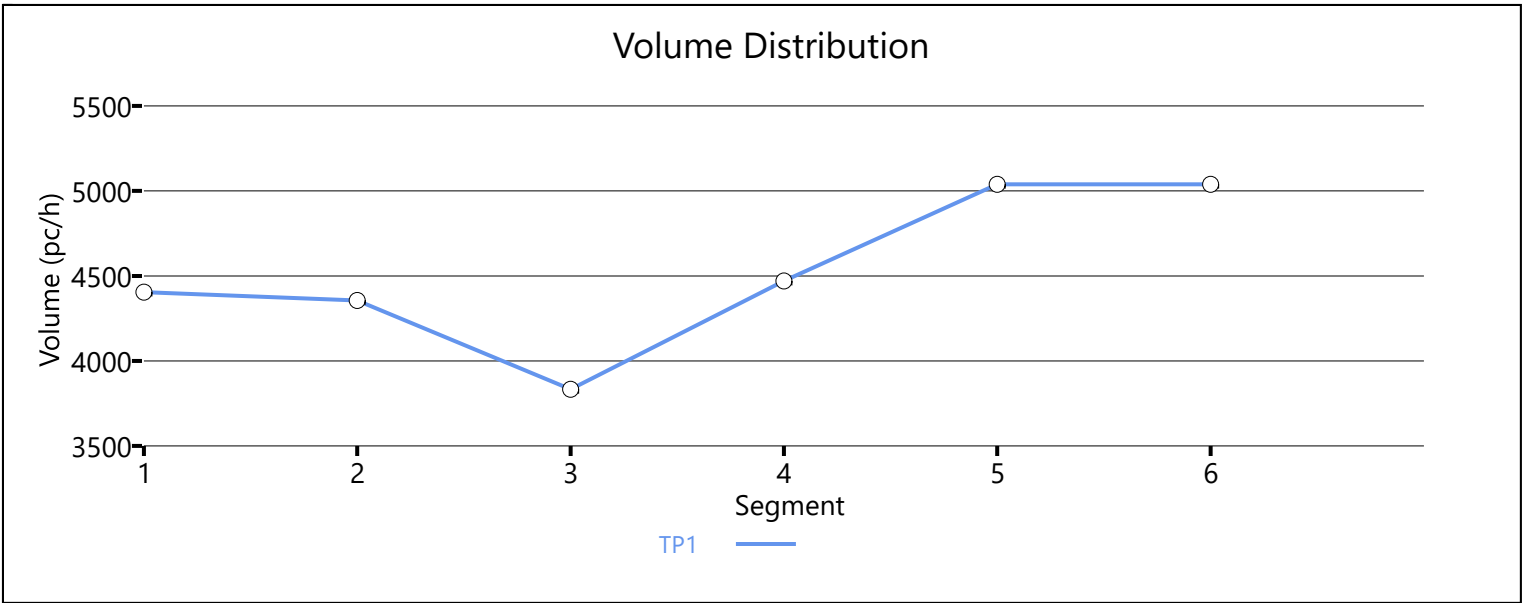
Space Mean Speed, mi/h	44.2	Density, veh/mi/ln	41.0
Average Travel Time, min	1.90	Density, pc/mi/ln	43.8

Messages

WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Near Term Year (2026) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	2024	7098	0.29	66.6	10.1	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	2024	1146	7200	4000	0.28	0.29	62.2	57.7	10.8	14.5	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	849	4688	0.18	64.2	6.6	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1088	239	4800	1900	0.23	0.13	65.5	65.5	8.3	9.3	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1190	88	4800	2000	0.25	0.04	66.1	66.1	9.0	9.8	A

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94		0.938	1197	4688	0.26	64.4	9.3	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.5	9.1	8.5	1.20	A

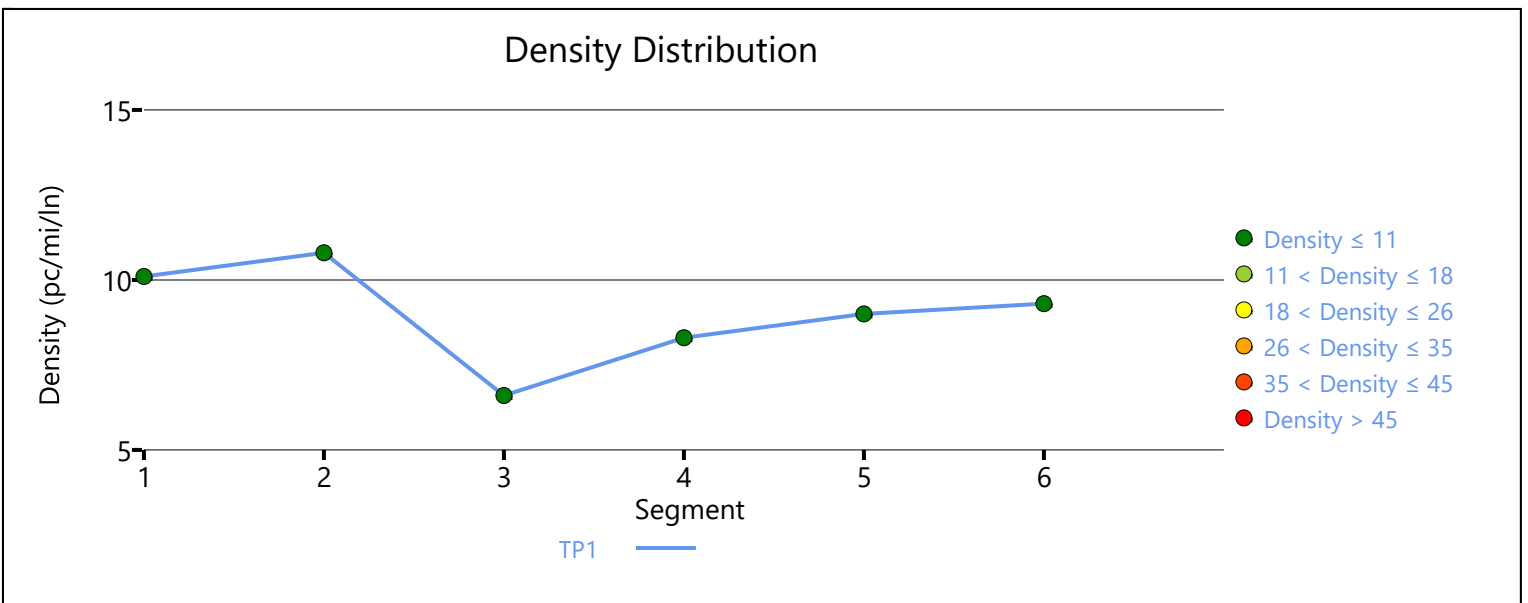
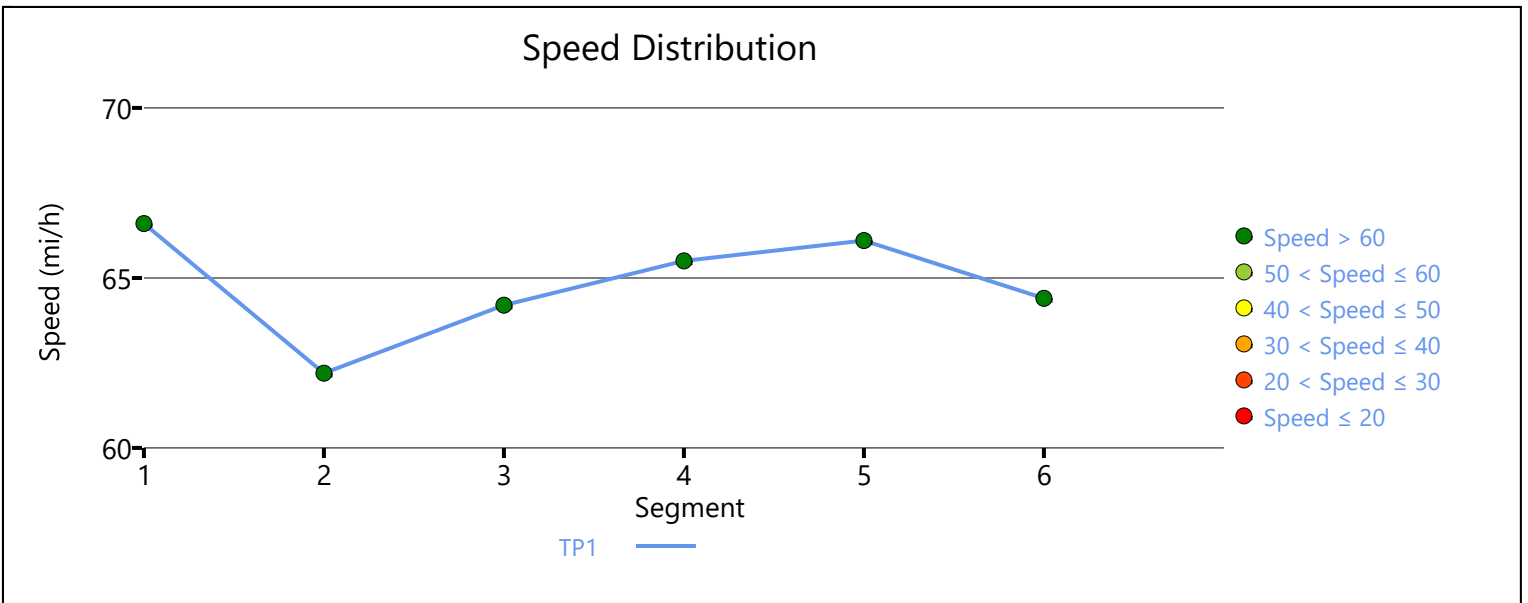
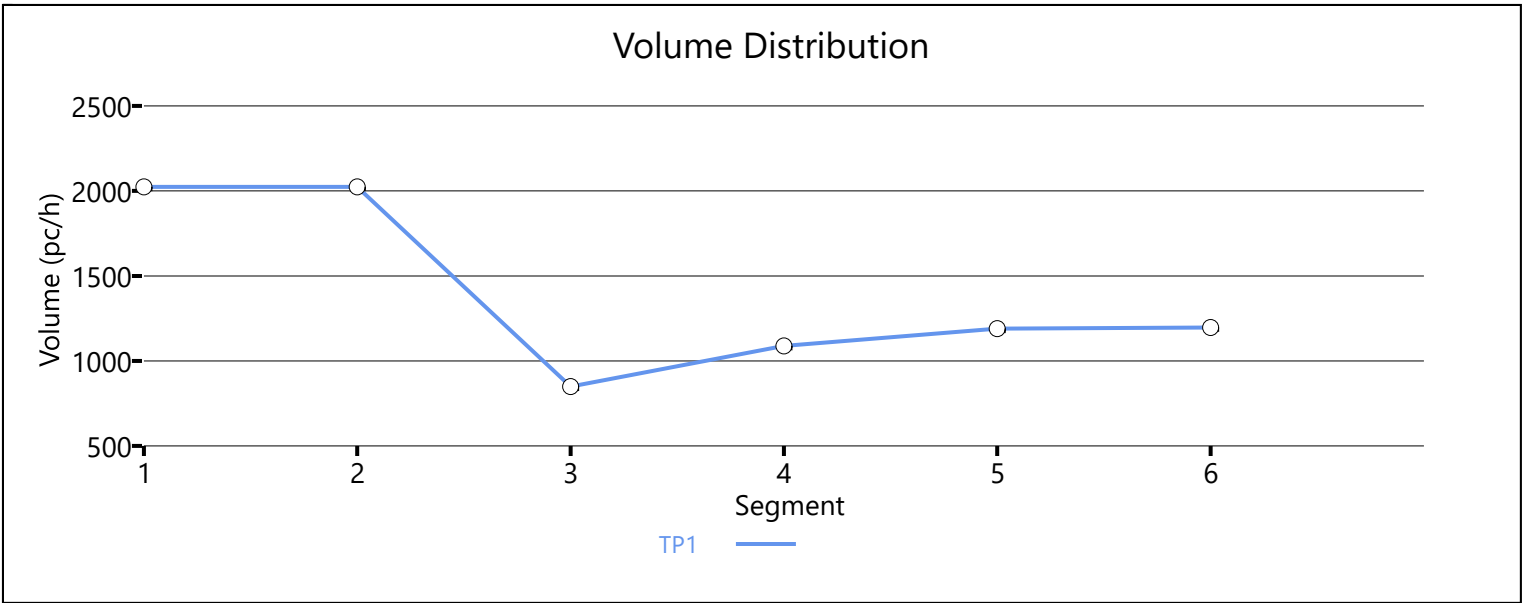
Facility Overall Results

Space Mean Speed, mi/h	64.5	Density, veh/mi/ln	8.5
Average Travel Time, min	1.20	Density, pc/mi/ln	9.1

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Near Term (2026) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4463	4716	0.95	55.6	40.1	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4463	857	4800	2000	0.93	0.43	58.5	58.5	38.1	38.9	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3553	4672	0.76	62.1	28.6	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4435	882	4800	2000	0.92	0.44	54.9	54.9	40.4	36.4	E

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	5029	554	7200	2000	0.70	0.28	70.1	-	23.9	-	C

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5055	7008	0.72	62.8	26.8	D	

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.0	31.4	29.4	1.40	D

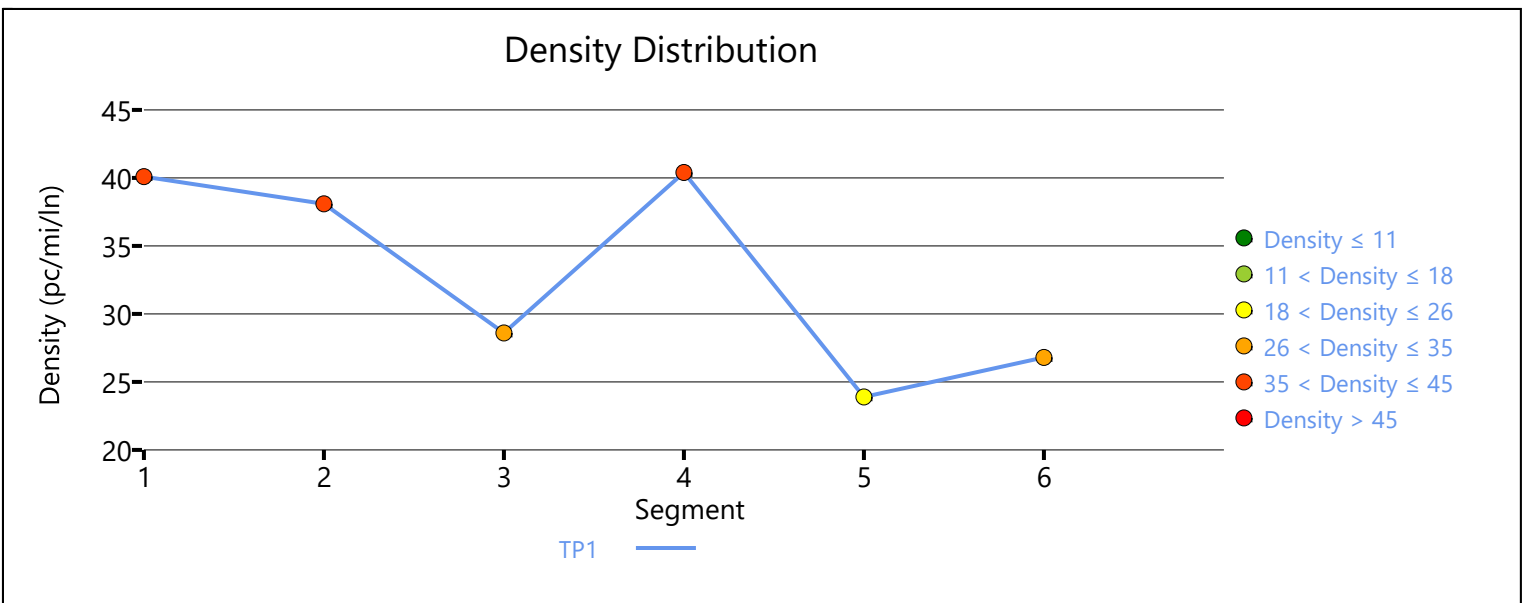
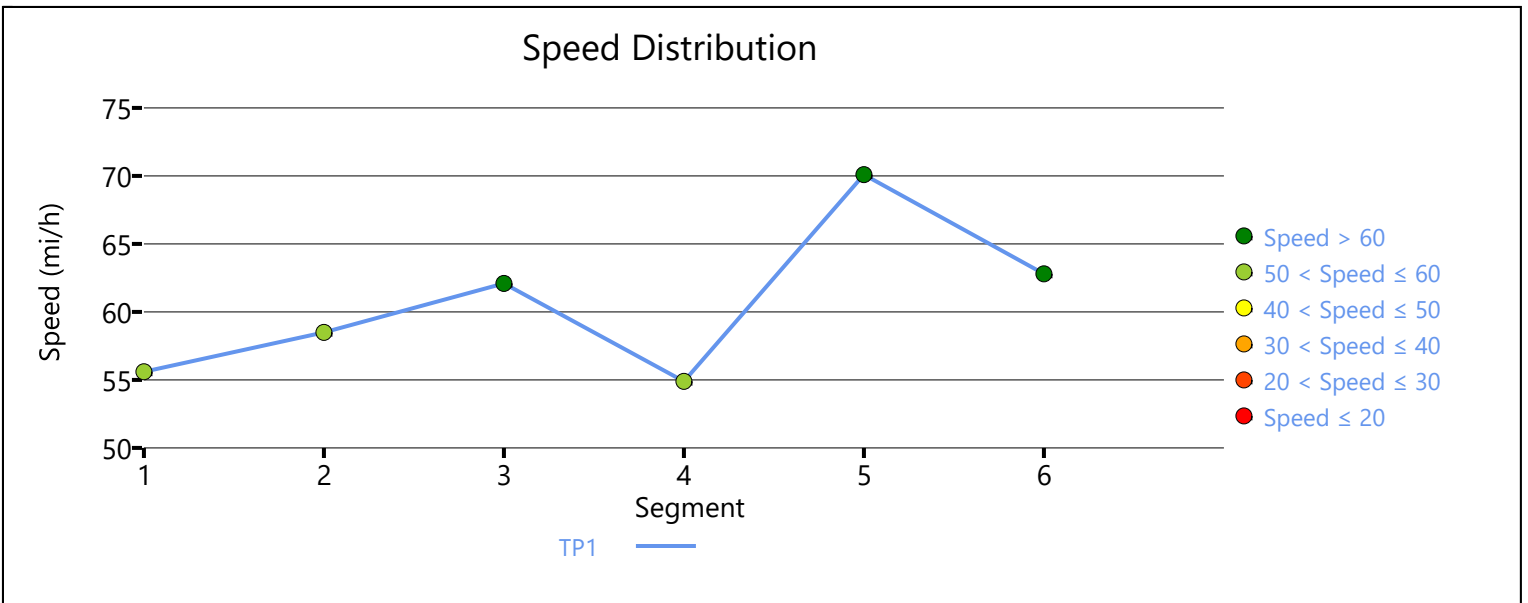
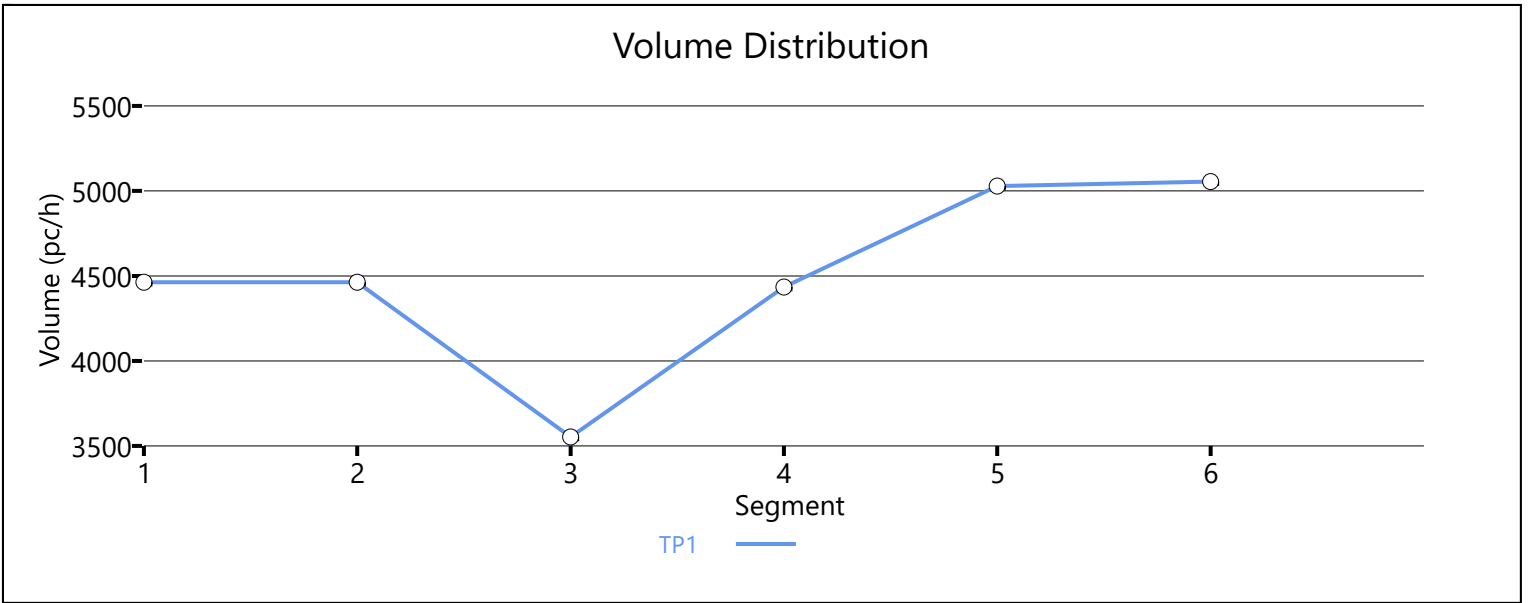
Facility Overall Results

Space Mean Speed, mi/h	61.0	Density, veh/mi/ln	29.4
Average Travel Time, min	1.40	Density, pc/mi/ln	31.4

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Near Term (2026) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5376	7098	0.76	63.9	28.0	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5376	1529	7200	4000	0.75	0.38	63.5	56.5	28.2	29.3	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3762	4688	0.80	61.4	30.6	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4157	395	4800	1900	0.87	0.21	57.6	57.6	36.1	33.1	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4391	213	4800	2000	0.91	0.11	56.0	56.0	39.2	34.7	D

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		4404		4688		0.94		55.6		39.6		E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.4	32.0	30.0	1.30	D

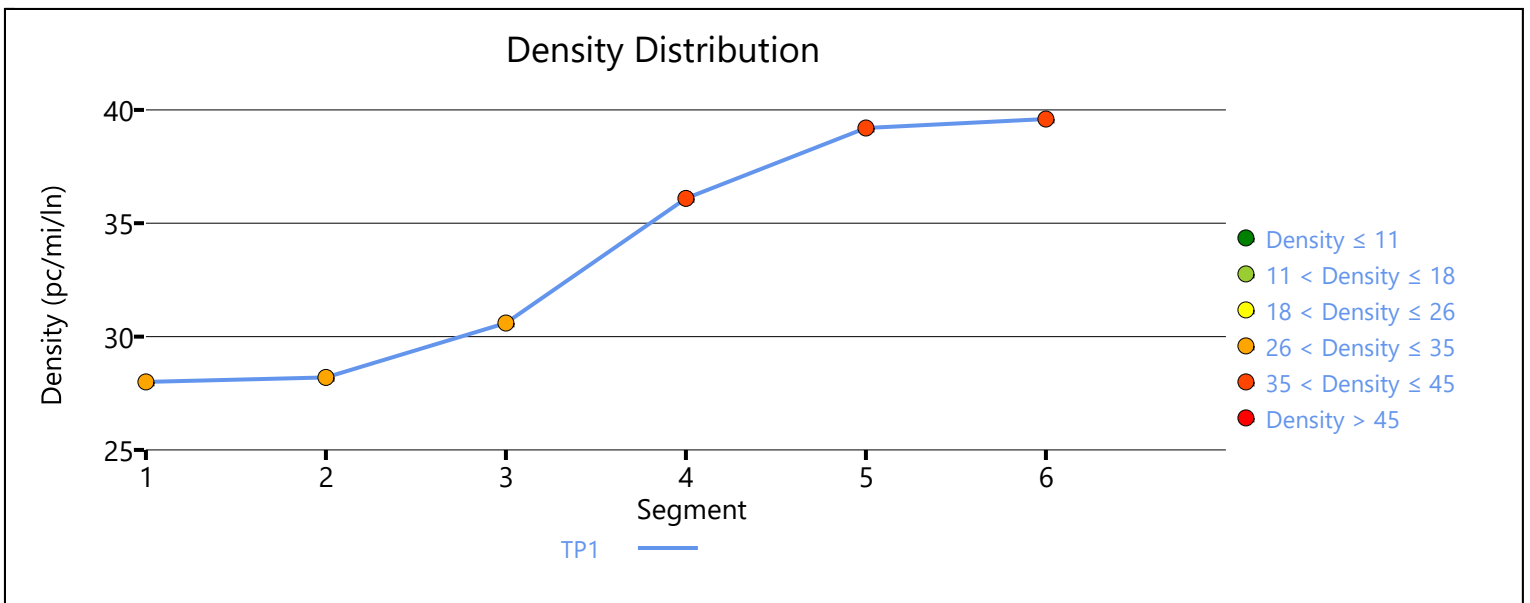
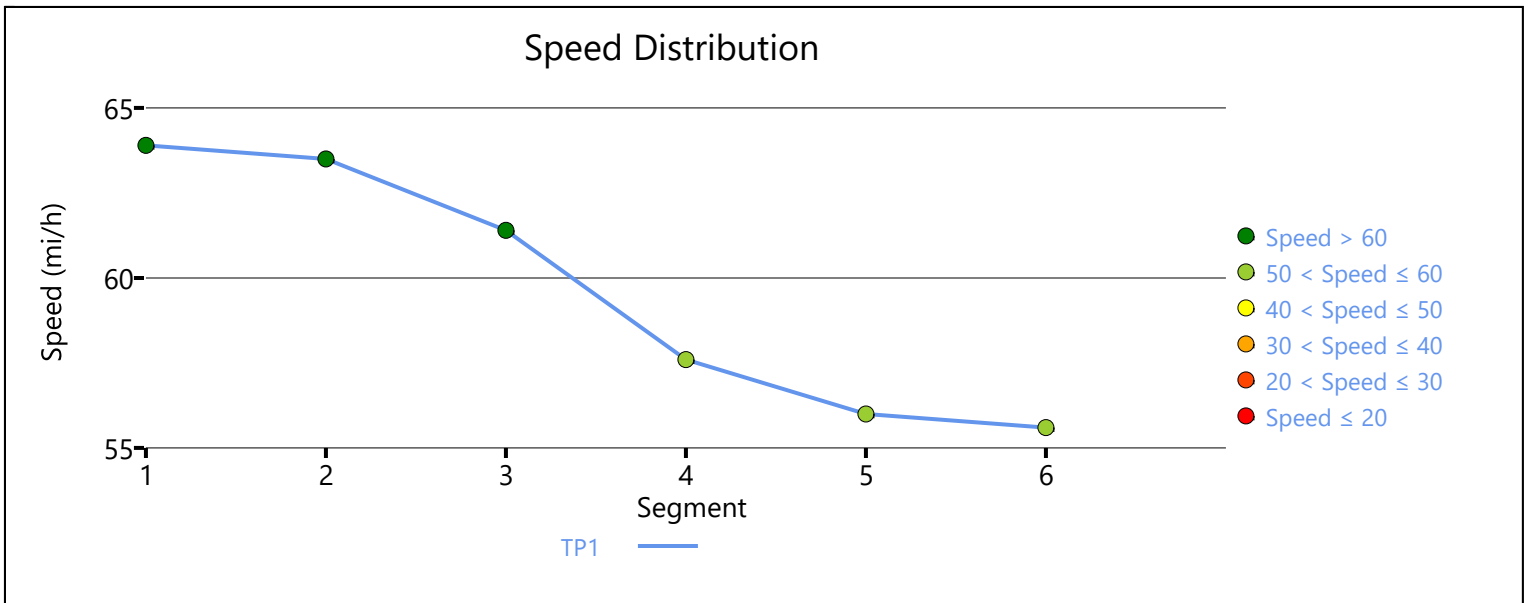
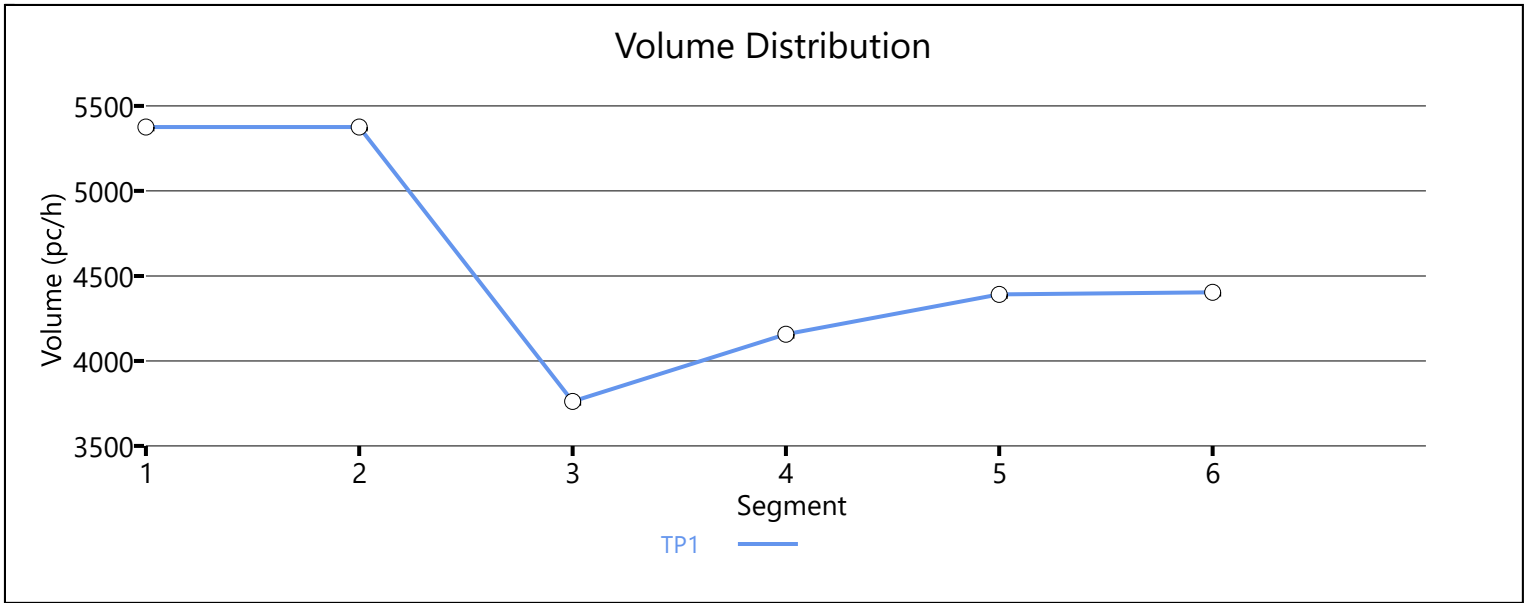
Facility Overall Results

Space Mean Speed, mi/h	60.4	Density, veh/mi/ln	30.0
Average Travel Time, min	1.30	Density, pc/mi/ln	32.0

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Near Term (2026) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		4284		4716		1.02		36.8		58.3		F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4238	444	4800	2000	1.00	0.22	34.8	59.8	60.9	41.9	F

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		3697		4672		0.93		25.6		72.3		F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	773	4800	2000	1.06	0.39	54.6	54.6	40.9	36.7	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5056	586	7200	2000	0.80	0.29	65.3	-	25.8	-	C

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		5056		7008		0.82		62.8		26.8		D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	45.8	42.9	2.00	F

Facility Overall Results

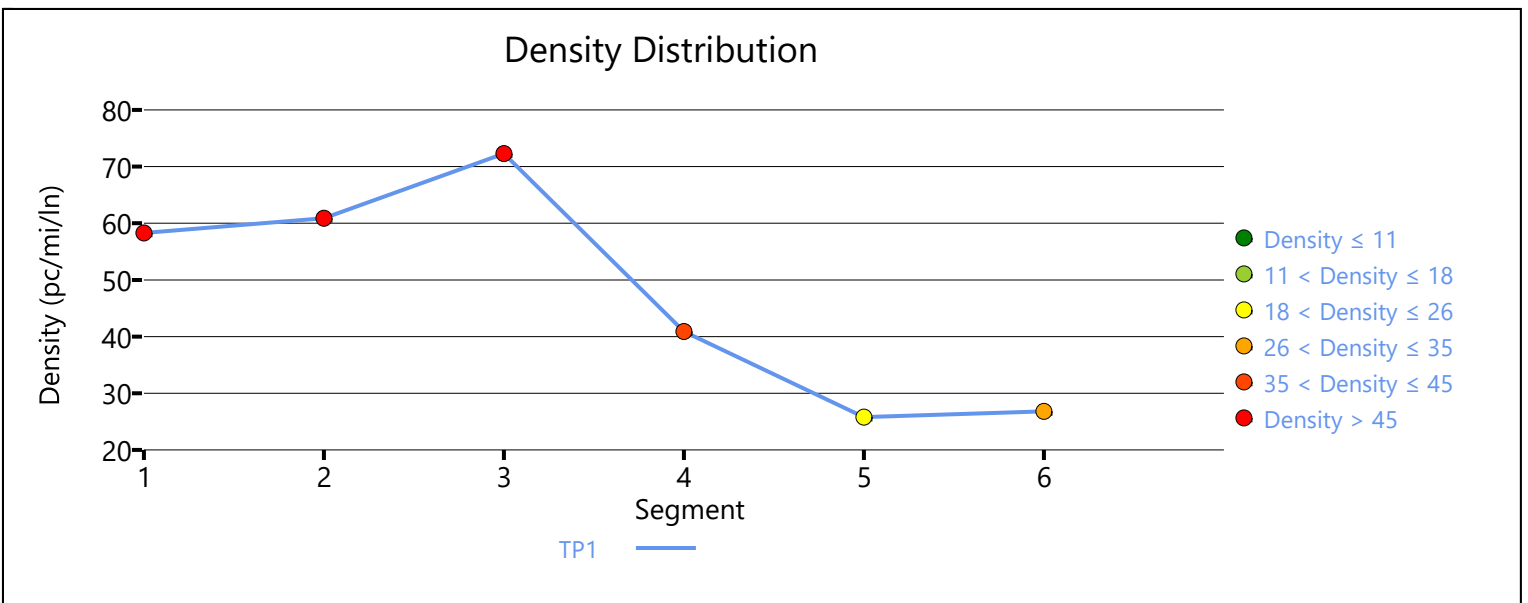
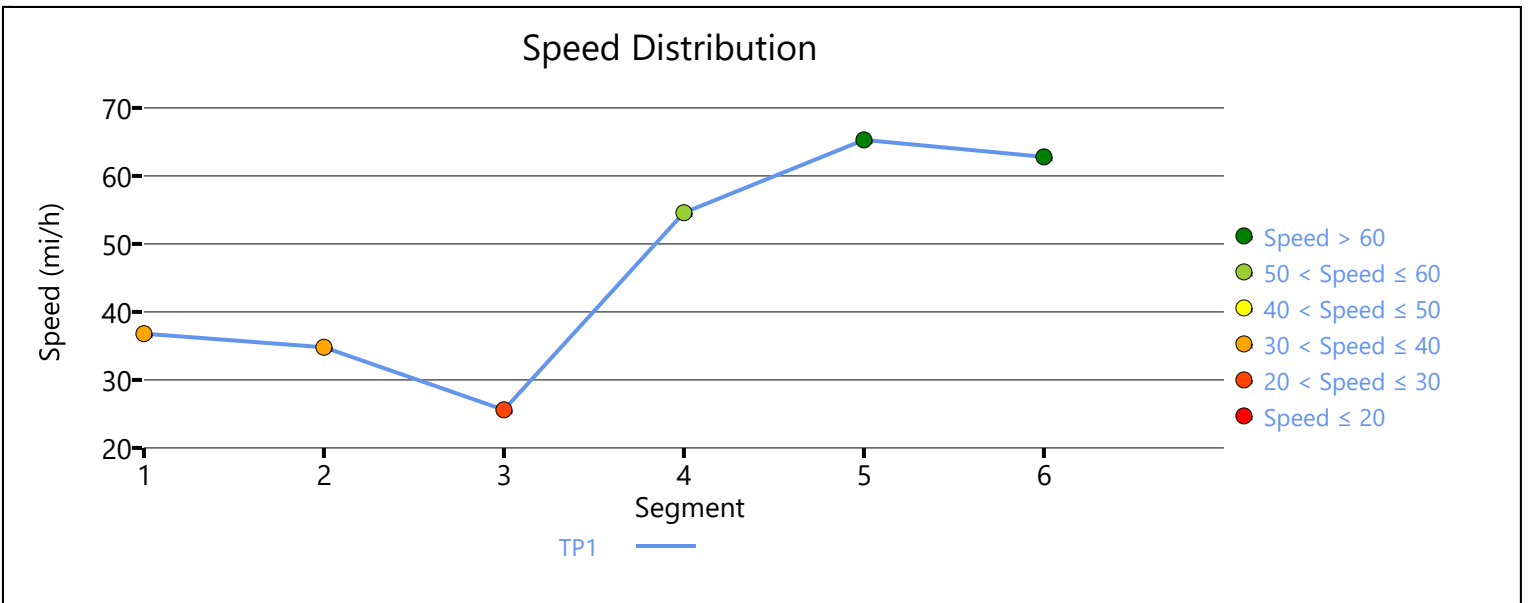
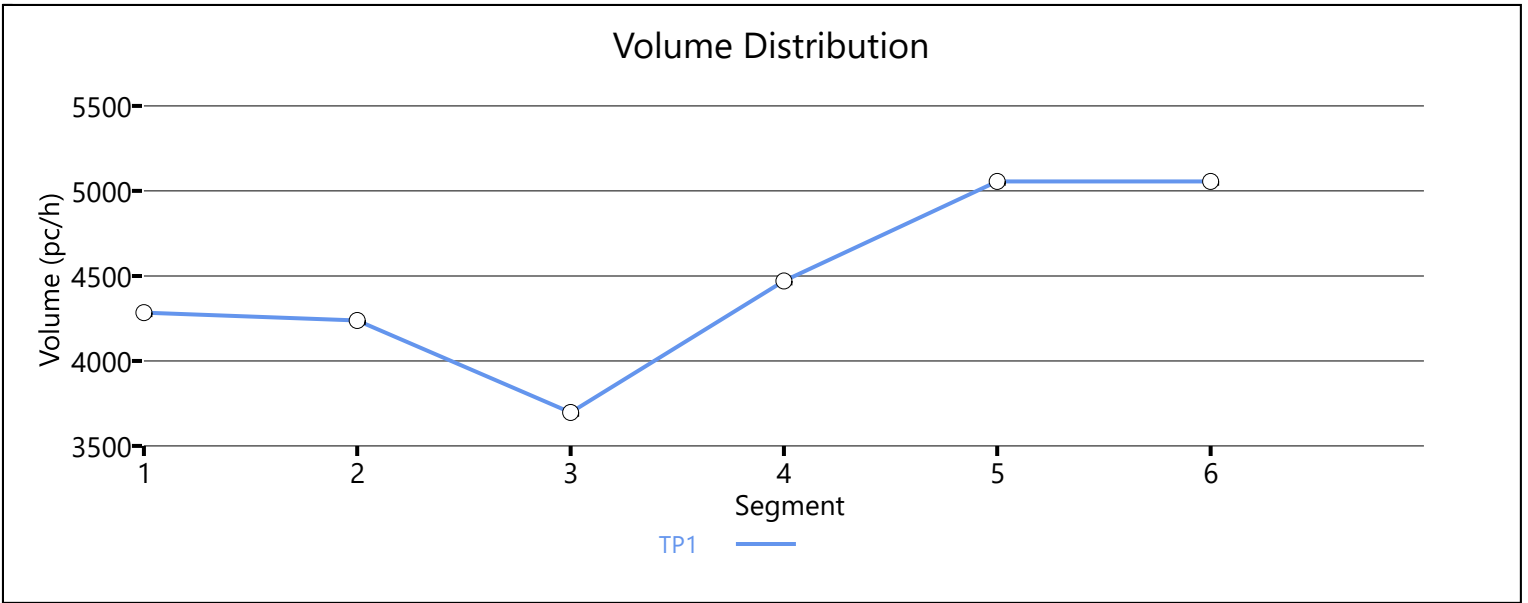
Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	42.9
Average Travel Time, min	2.00	Density, pc/mi/ln	45.8

Messages

WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Near Term (2026) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	2053	7098	0.29	66.6	10.3	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	2053	1173	7200	4000	0.29	0.29	62.0	57.6	11.0	14.8	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	849	4688	0.18	64.2	6.6	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1088	239	4800	1900	0.23	0.13	65.5	65.5	8.3	9.3	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1190	88	4800	2000	0.25	0.04	66.1	66.1	9.0	9.8	A

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94		0.938	1197	4688	0.26	64.4	9.3	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.4	9.2	8.6	1.20	A

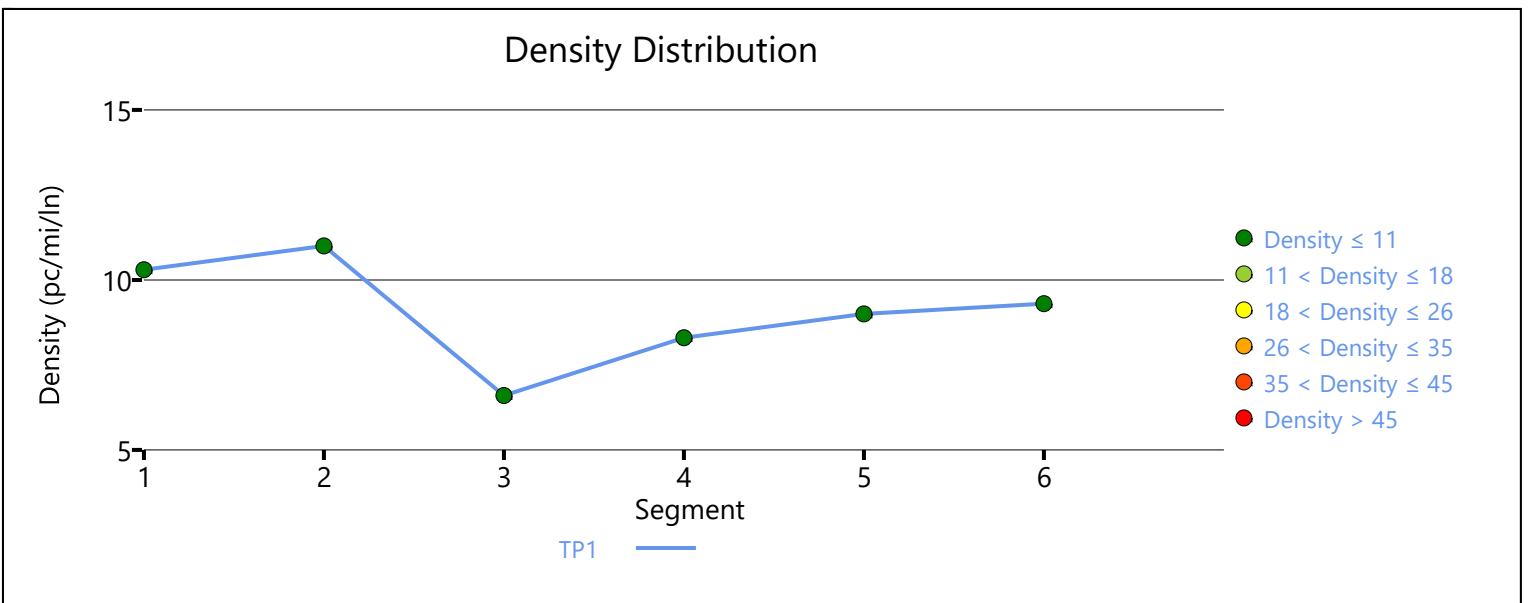
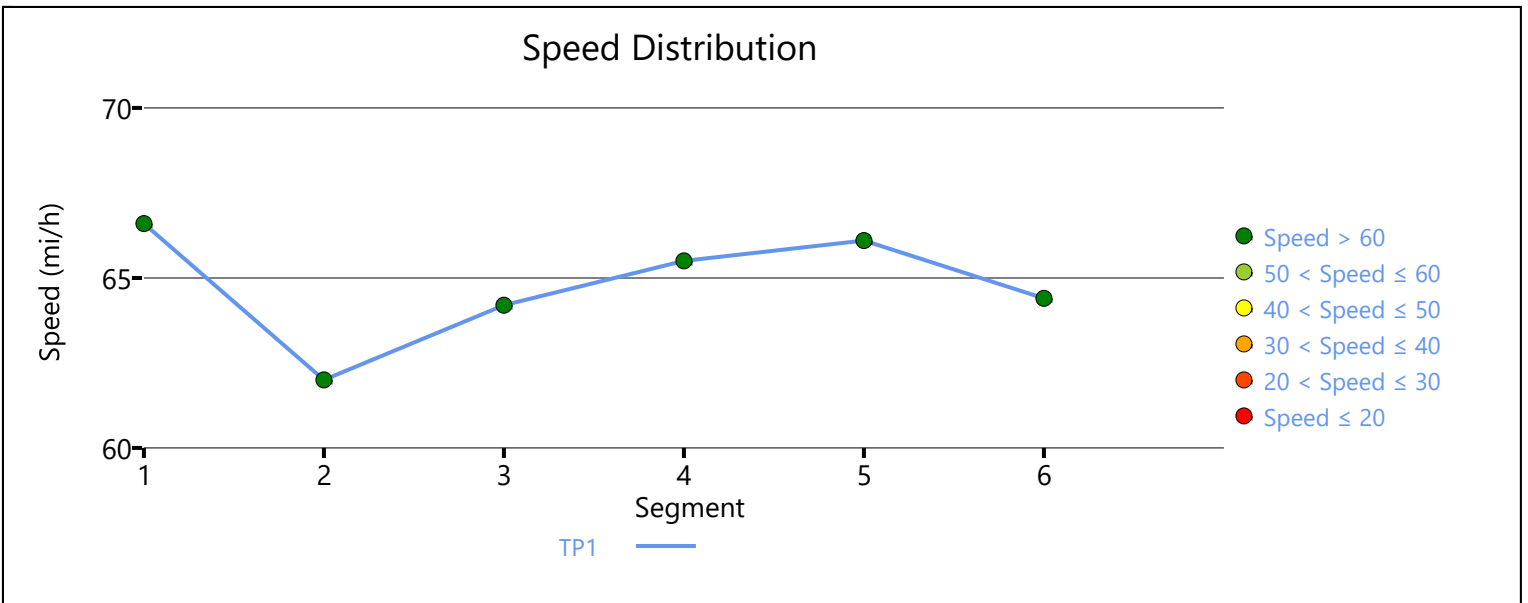
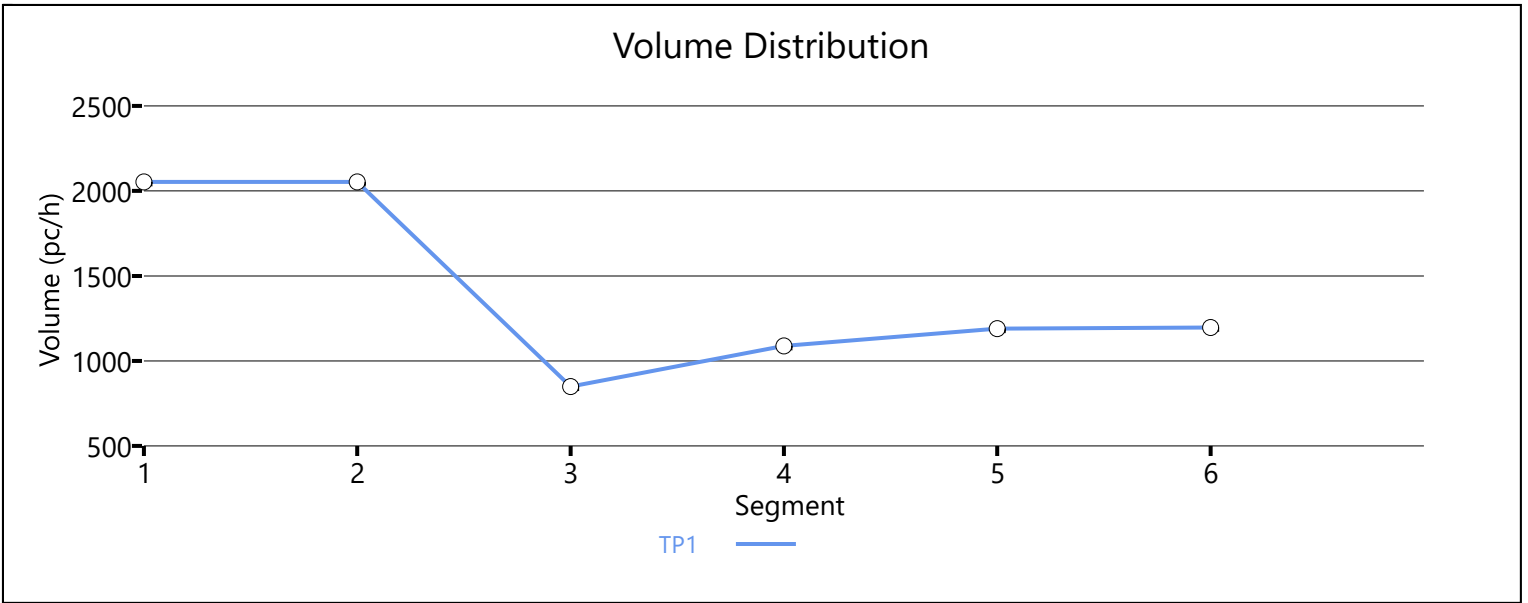
Facility Overall Results

Space Mean Speed, mi/h	64.4	Density, veh/mi/ln	8.6
Average Travel Time, min	1.20	Density, pc/mi/ln	9.2

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Near Term (2026) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4463	4716	0.95	55.6	40.1	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4463	857	4800	2000	0.93	0.43	58.5	58.5	38.1	38.9	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3553	4672	0.76	62.1	28.6	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4515	962	4800	2000	0.94	0.48	54.0	54.0	41.8	37.0	E

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	5113	554	7200	2000	0.71	0.28	69.7	-	24.5	-	C

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94		0.938	5139	7008	0.73	62.6	27.4	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.7	31.8	29.9	1.40	D

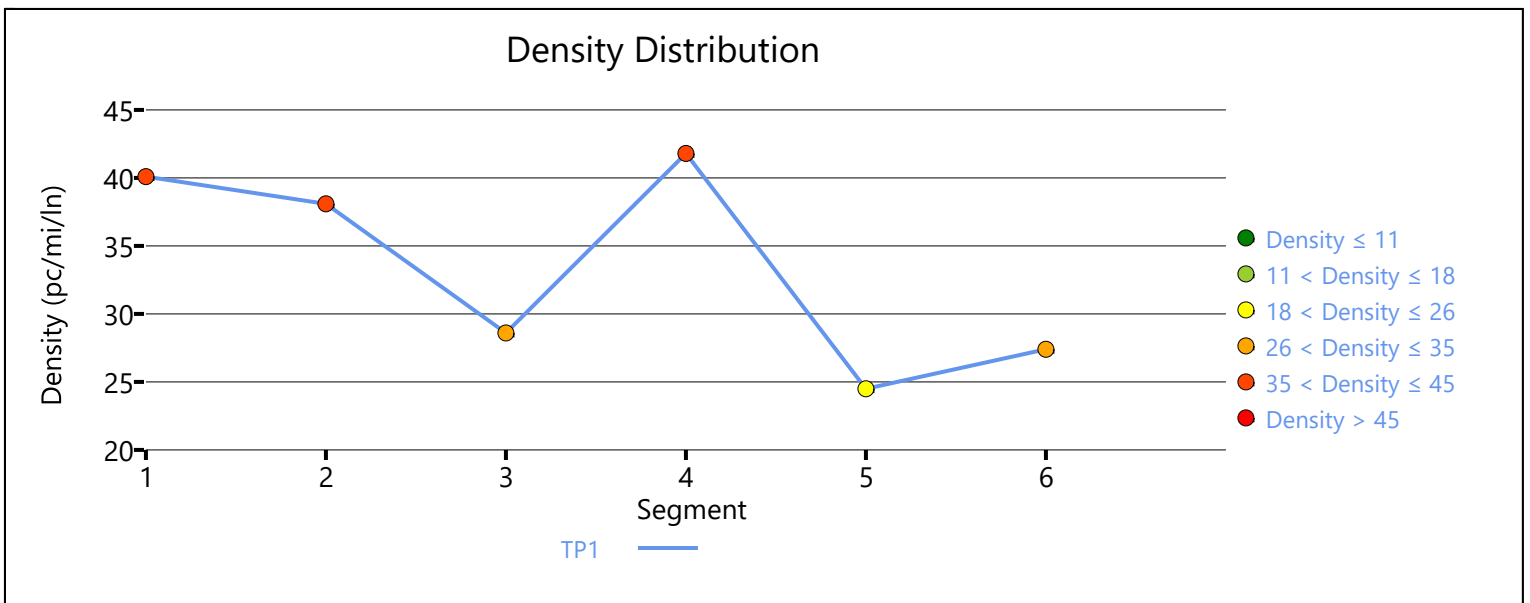
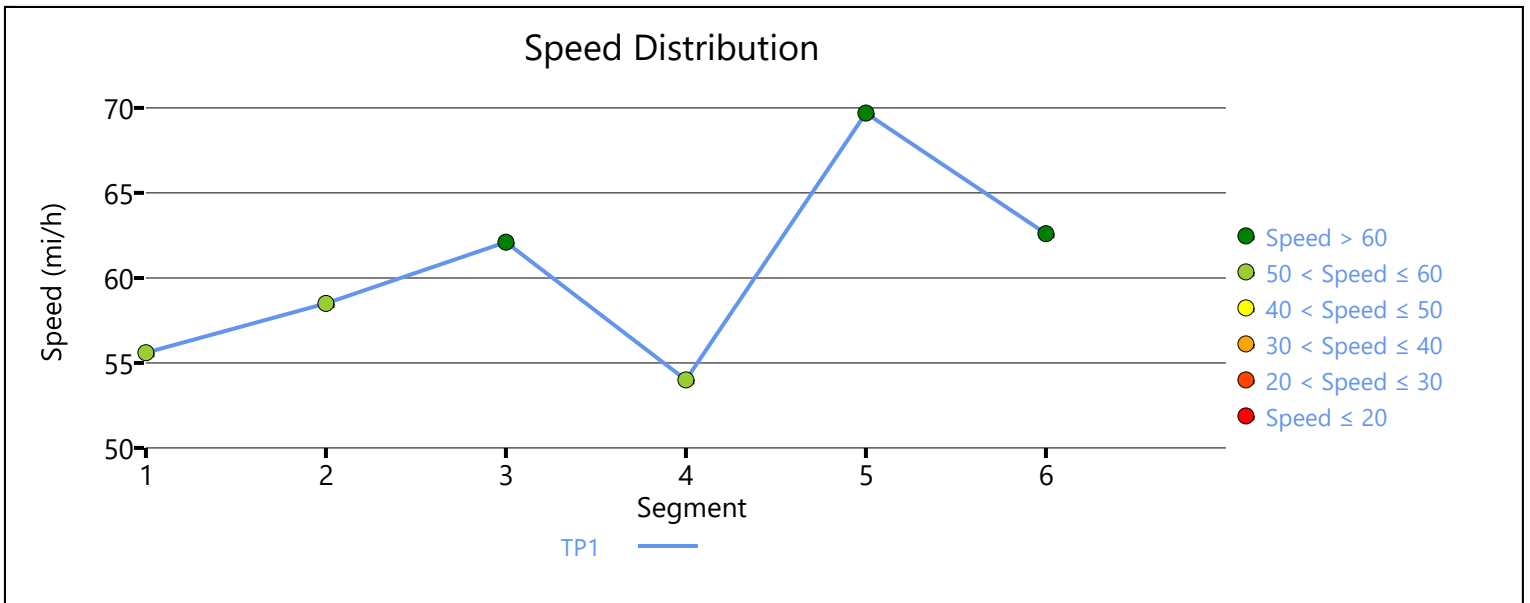
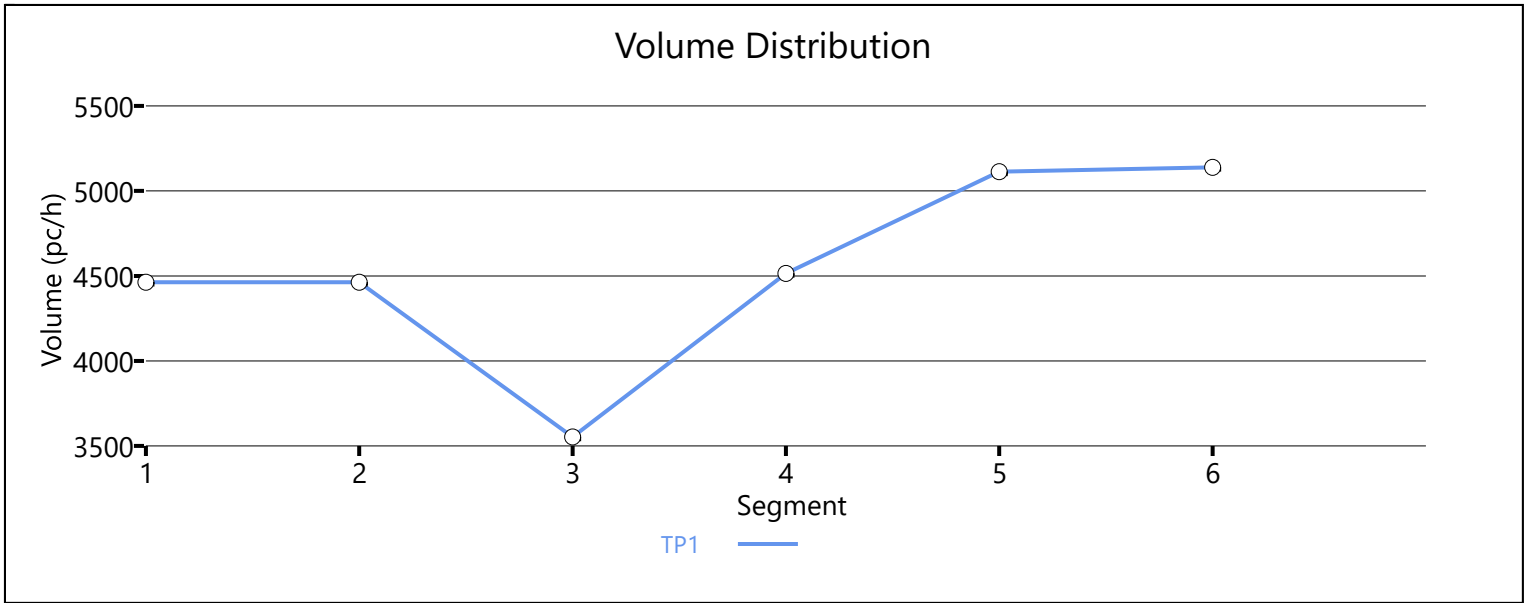
Facility Overall Results

Space Mean Speed, mi/h	60.7	Density, veh/mi/ln	29.9
Average Travel Time, min	1.40	Density, pc/mi/ln	31.8

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Near Term (2026) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5471	7098	0.77	63.5	28.7	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5471	1619	7200	4000	0.76	0.40	63.1	56.2	28.9	30.1	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3762	4688	0.80	61.4	30.6	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4157	395	4800	1900	0.87	0.21	57.6	57.6	36.1	33.1	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4391	213	4800	2000	0.91	0.11	56.0	56.0	39.2	34.7	D

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		4404		4688		0.94		55.6		39.6		E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.2	32.3	30.3	1.30	D

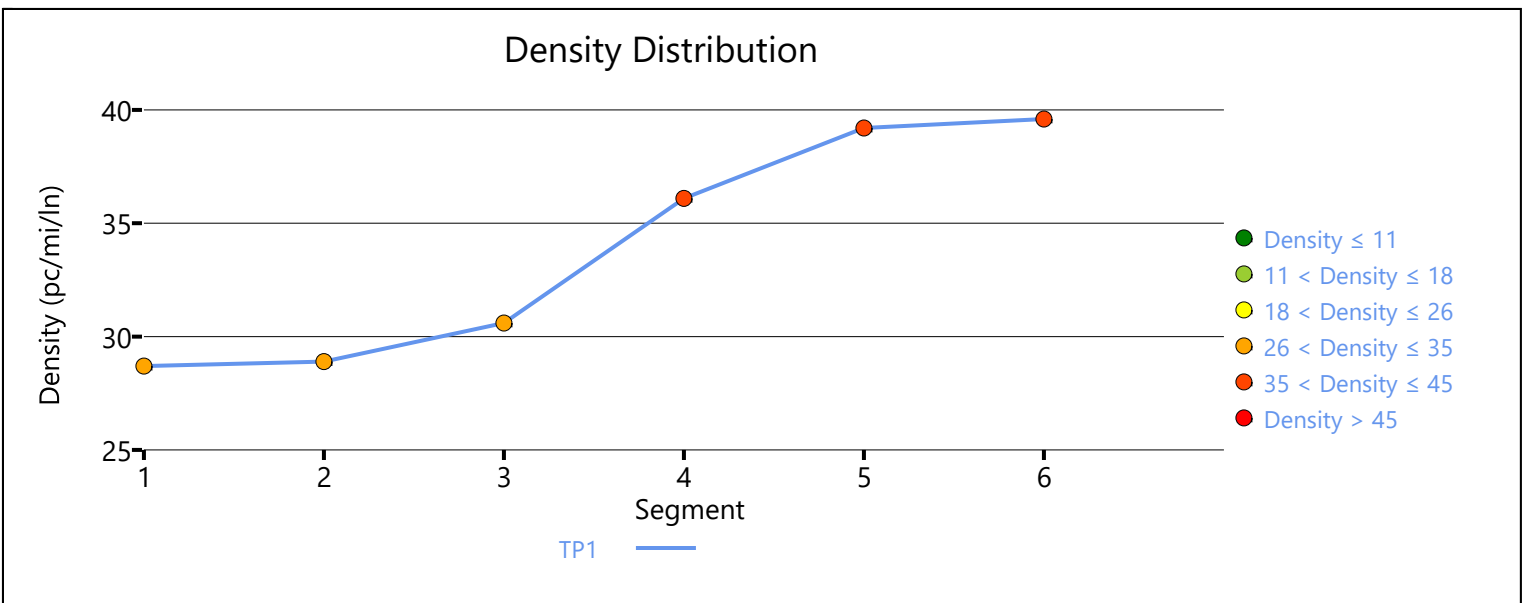
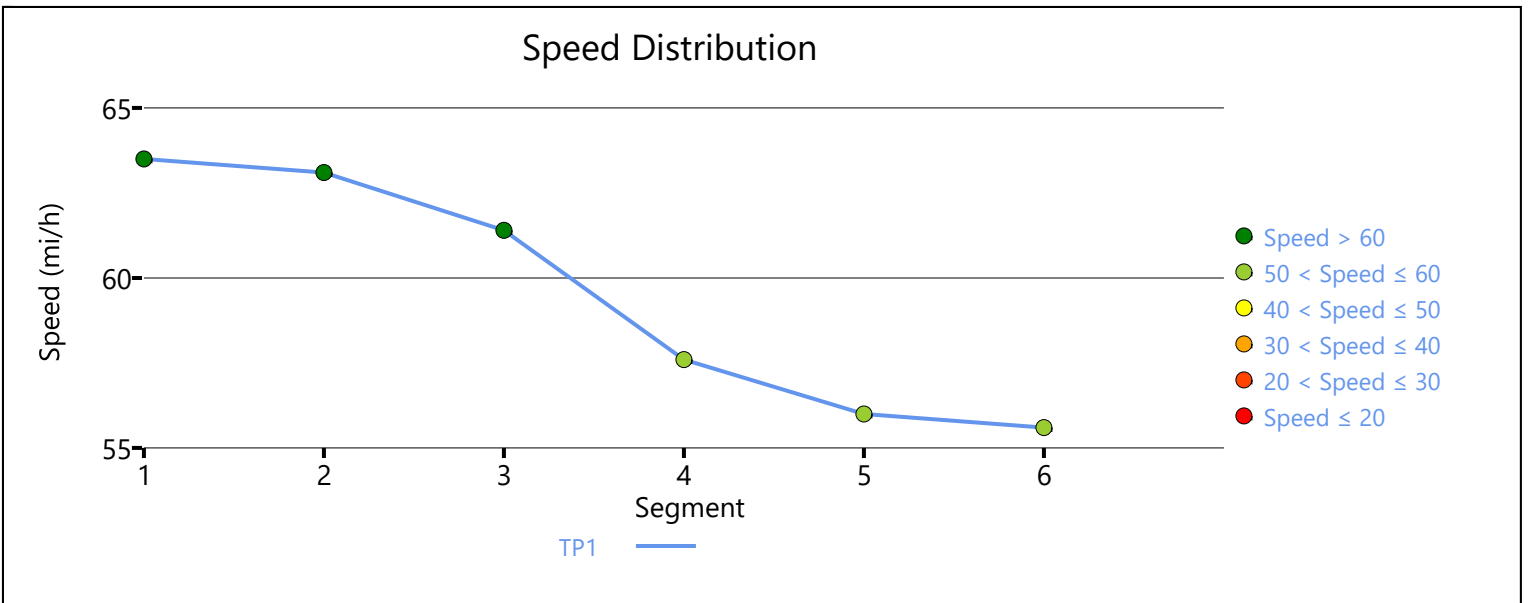
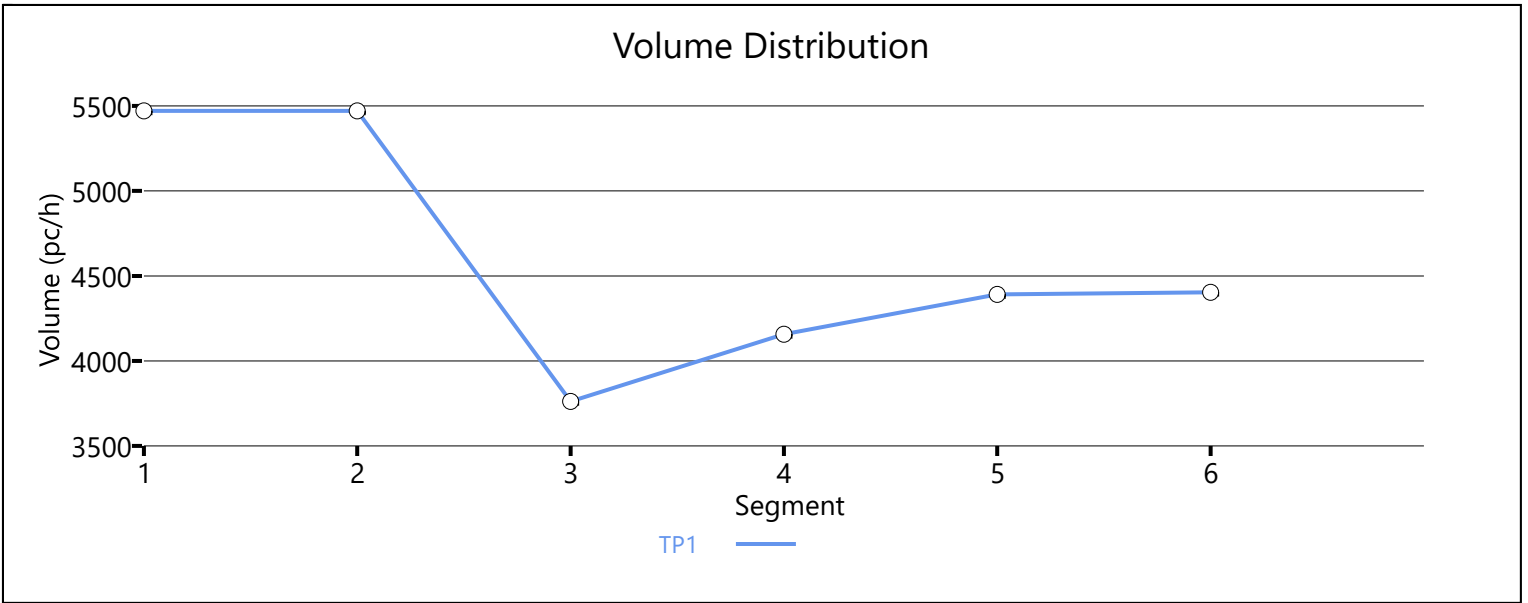
Facility Overall Results

Space Mean Speed, mi/h	60.2	Density, veh/mi/ln	30.3
Average Travel Time, min	1.30	Density, pc/mi/ln	32.3

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Near Term (2026) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		4238		4716		1.02		35.5		59.7		F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4189	444	4800	2000	1.00	0.22	33.6	59.8	62.4	41.9	F

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		3643		4672		0.93		24.6		74.0		F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	827	4800	2000	1.08	0.41	54.6	54.6	40.9	36.7	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5056	586	7200	2000	0.80	0.29	65.3	-	25.8	-	C

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		5056		7008		0.83		62.8		26.8		D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	40.9	46.4	43.6	2.00	F

Facility Overall Results

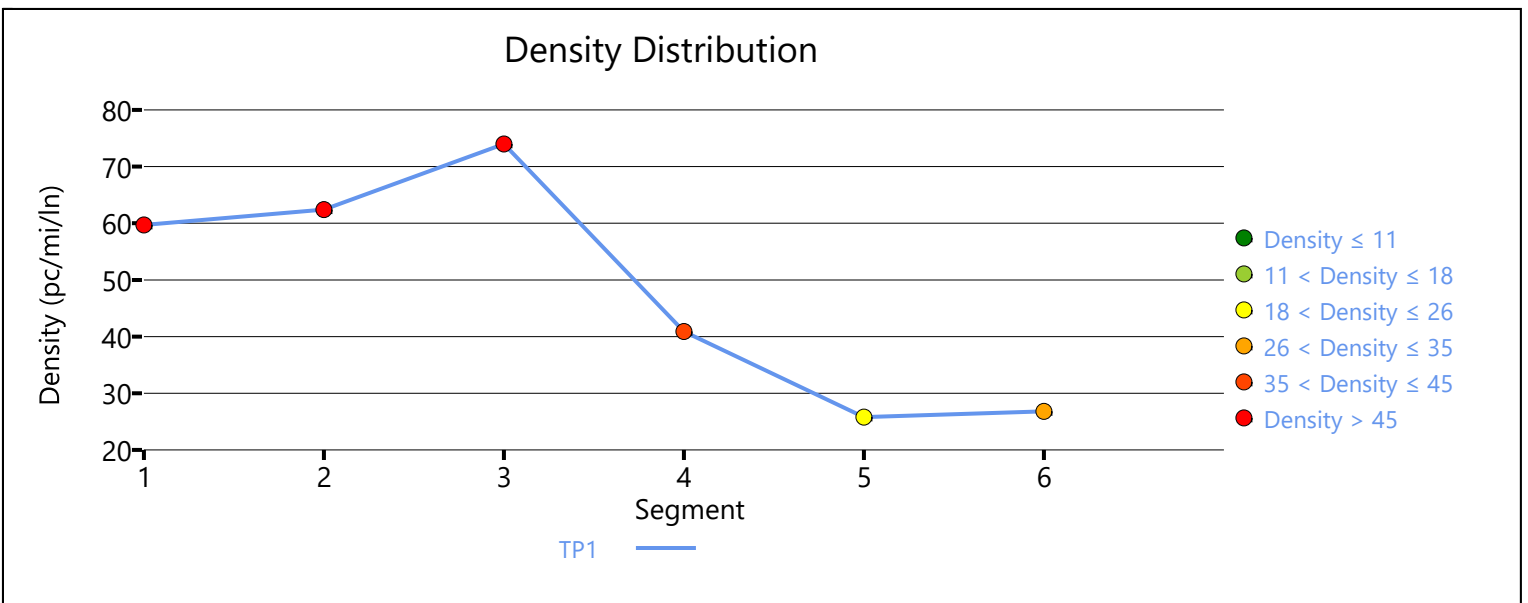
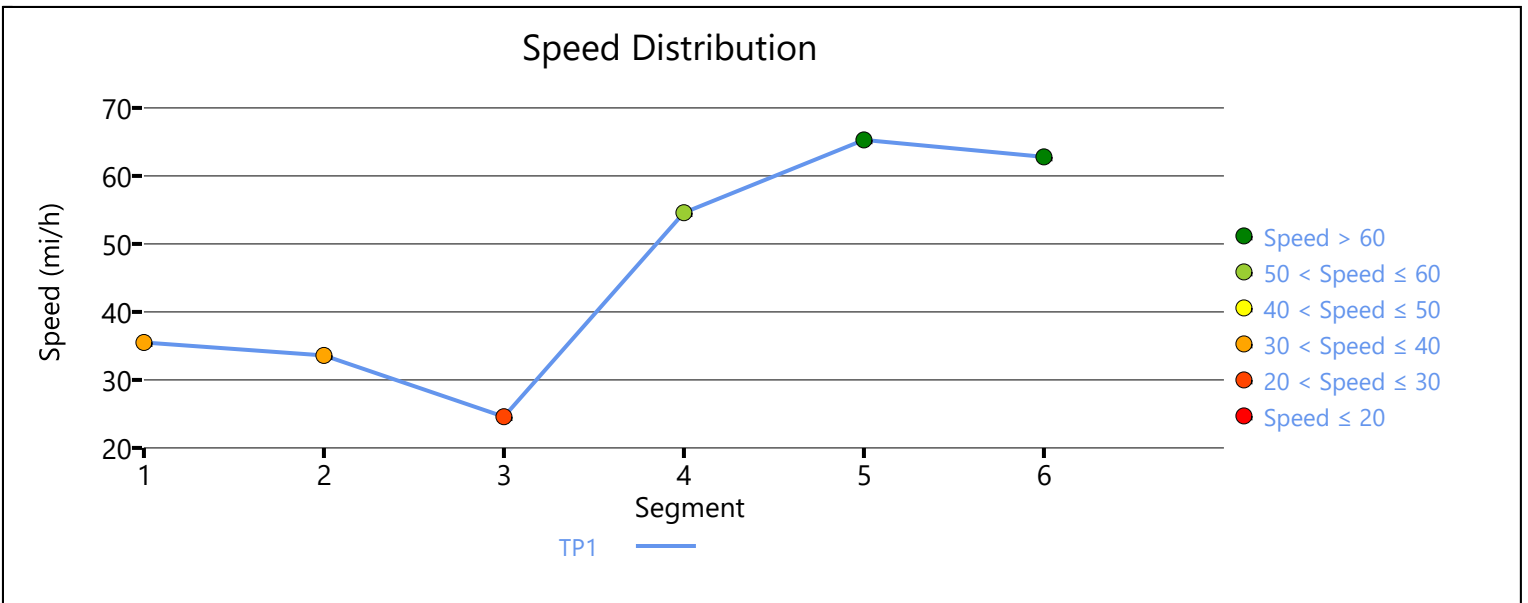
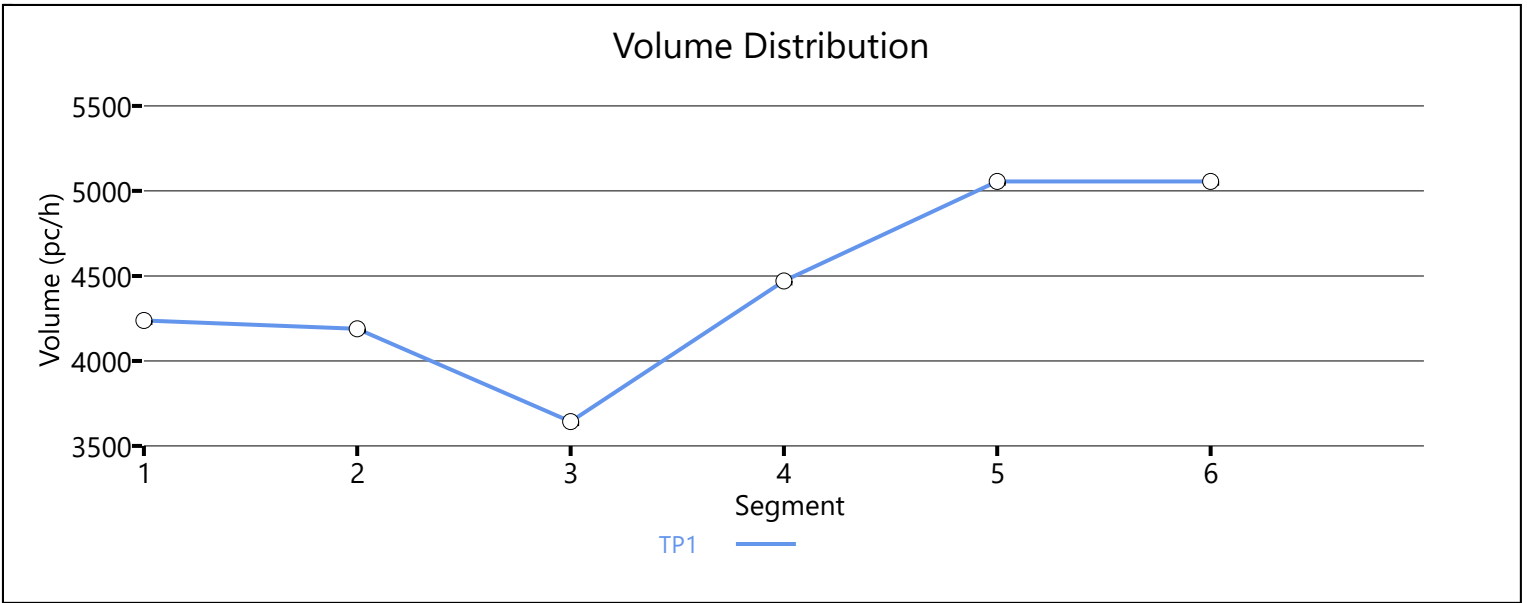
Space Mean Speed, mi/h	40.9	Density, veh/mi/ln	43.6
Average Travel Time, min	2.00	Density, pc/mi/ln	46.4

Messages

WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Cumulative (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		2122		7098		0.30		66.6		10.6		A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	2122	1205	7200	4000	0.29	0.30	62.0	57.5	11.4	15.2	B

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		886		4688		0.19		64.2		6.9		A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1137	251	4800	1900	0.24	0.13	65.5	65.5	8.7	9.6	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1250	99	4800	2000	0.26	0.05	66.1	66.1	9.5	10.3	B

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		1257		4688		0.27		64.4		9.8		A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.4	9.6	9.0	1.20	A

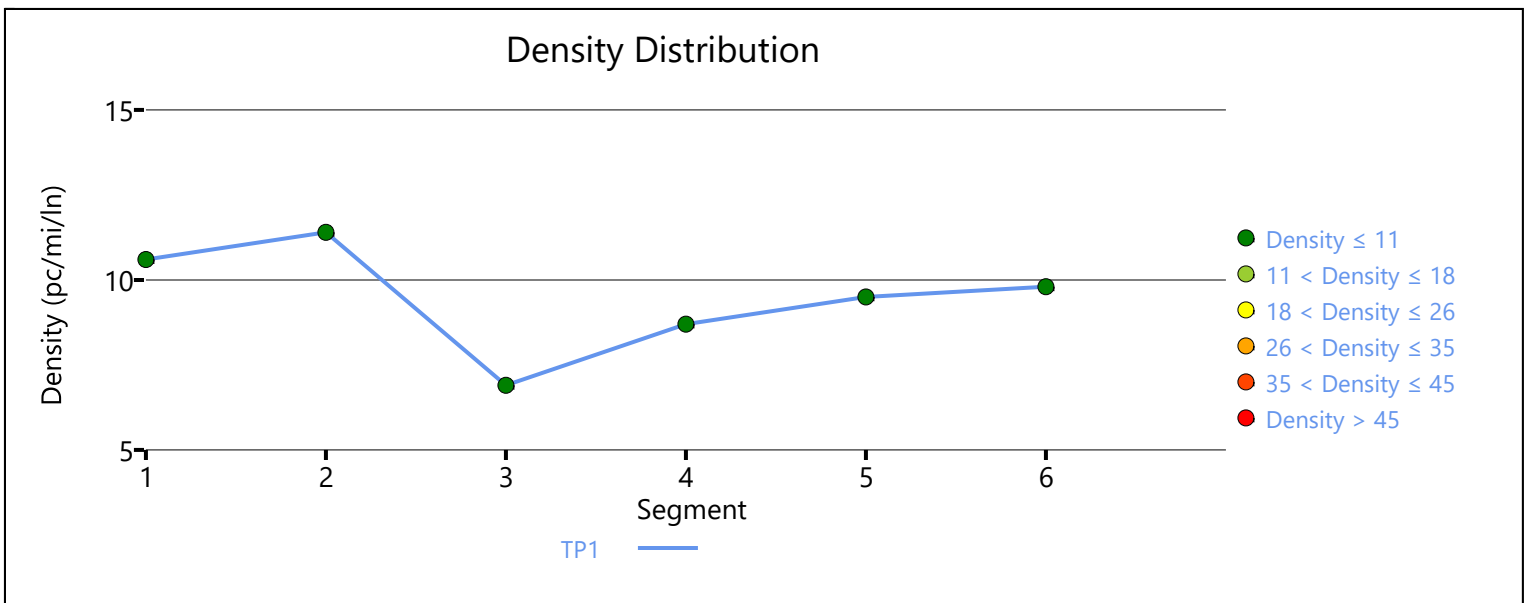
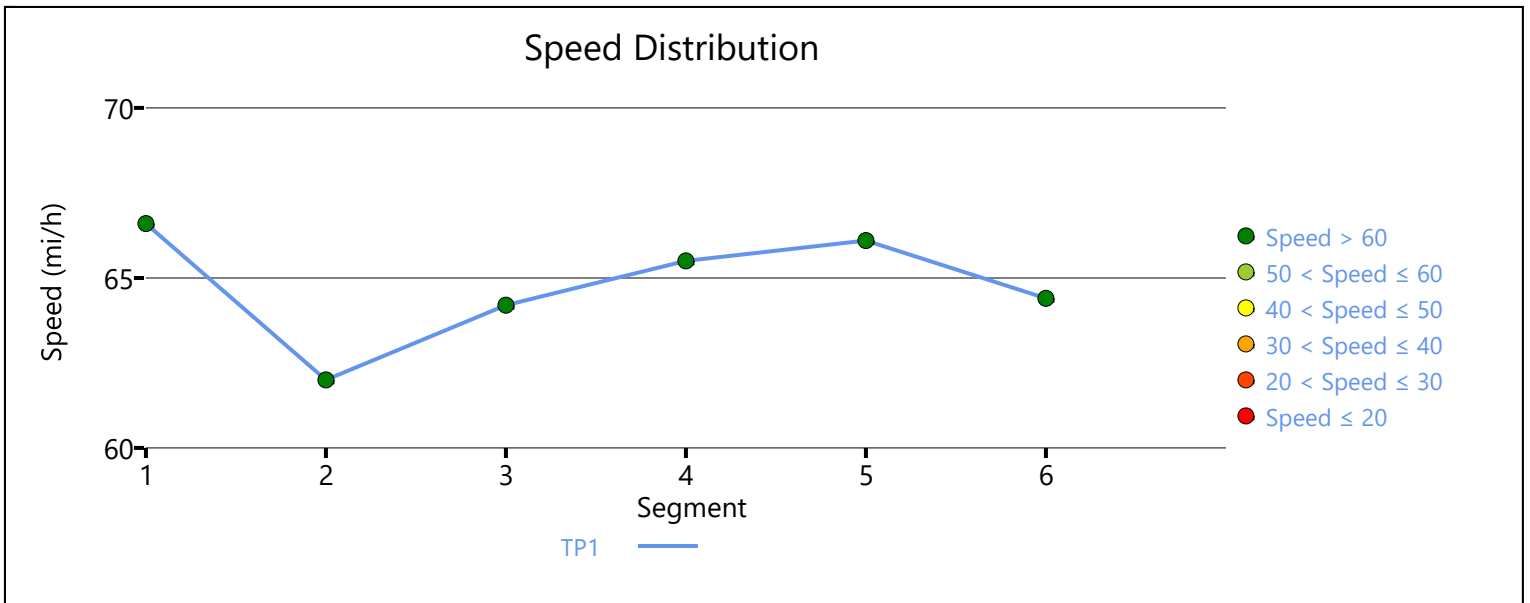
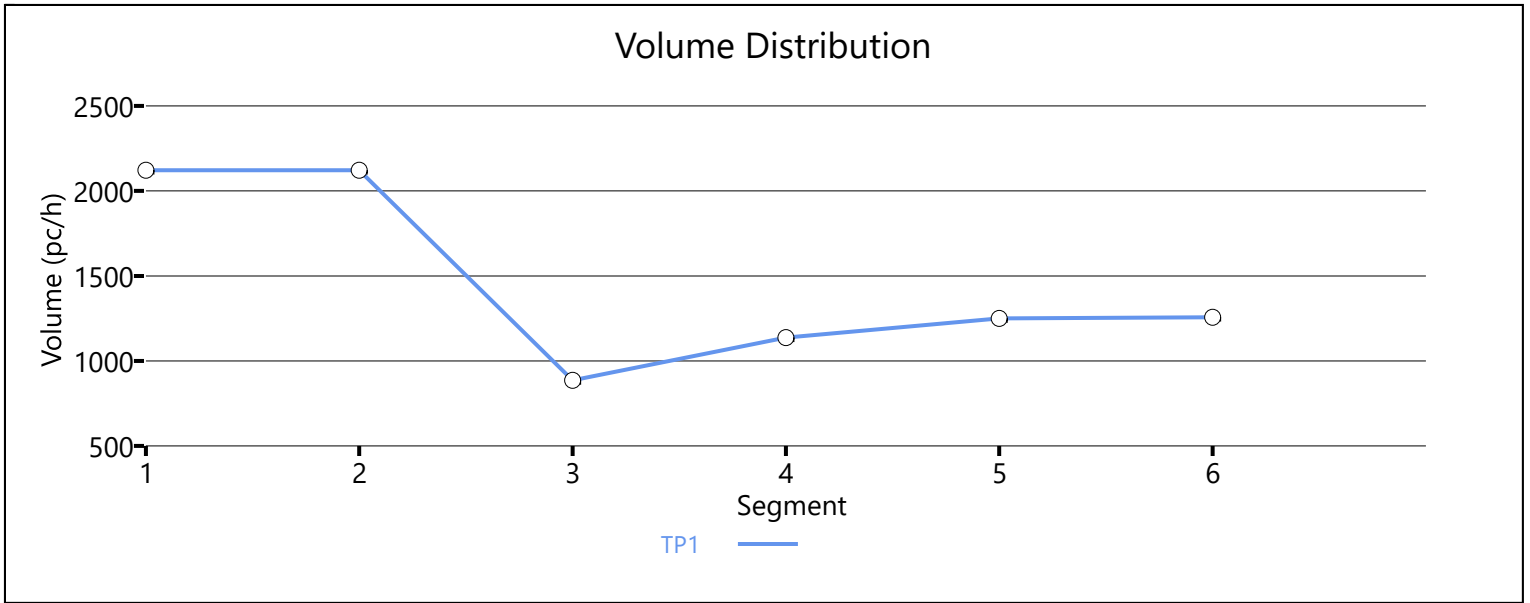
Facility Overall Results

Space Mean Speed, mi/h	64.4	Density, veh/mi/ln	9.0
Average Travel Time, min	1.20	Density, pc/mi/ln	9.6

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Cumulative (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4255	4716	0.90	57.9	36.8	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4255	925	4800	2000	0.89	0.46	58.3	58.3	36.5	37.1	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3274	4672	0.70	63.1	25.9	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4206	932	4800	2000	0.88	0.47	57.2	57.2	36.8	34.6	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	5223	974	7200	2000	0.73	0.49	69.1	-	25.2	-	C

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		5268		7008		0.75		62.2		28.2		D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.8	30.3	28.4	1.40	D

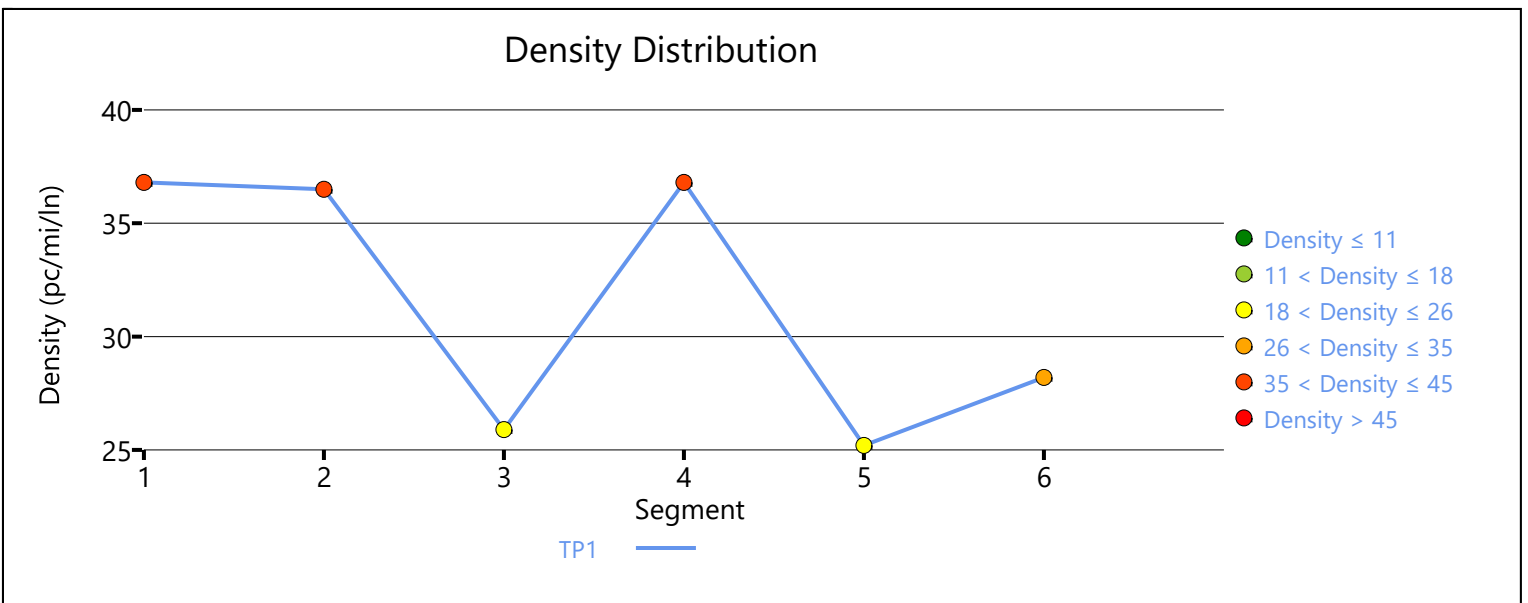
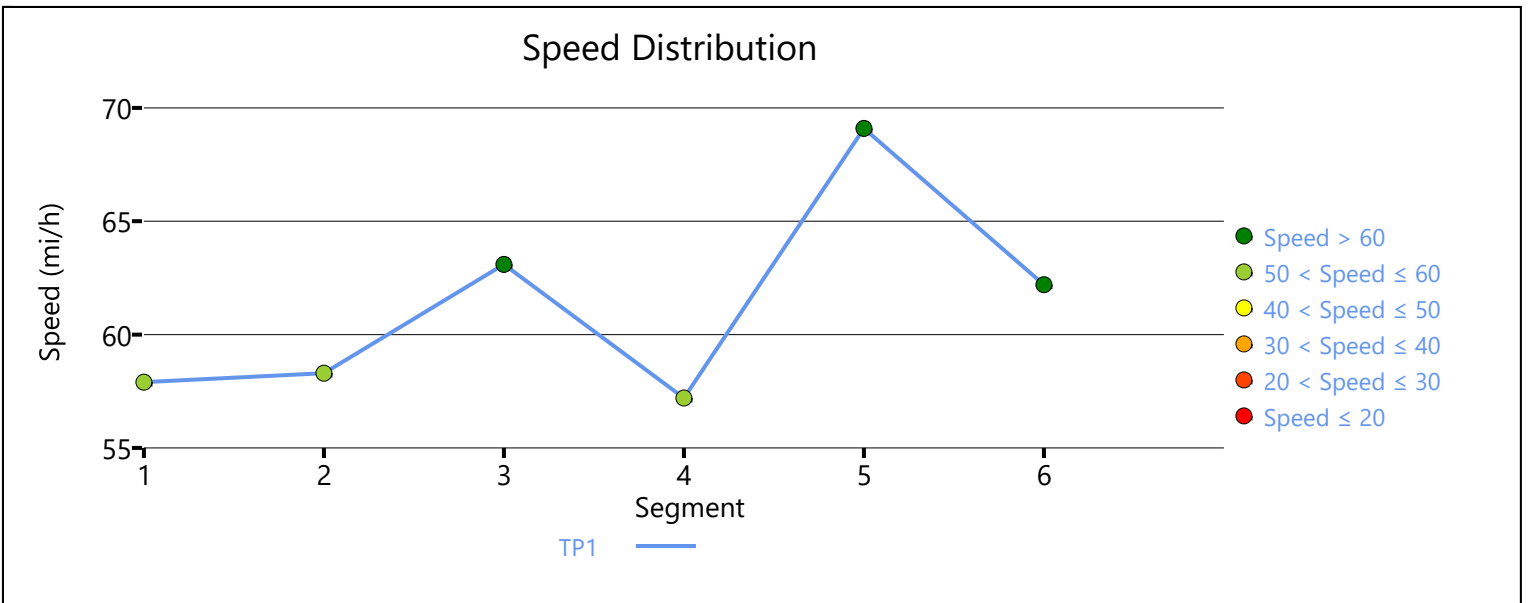
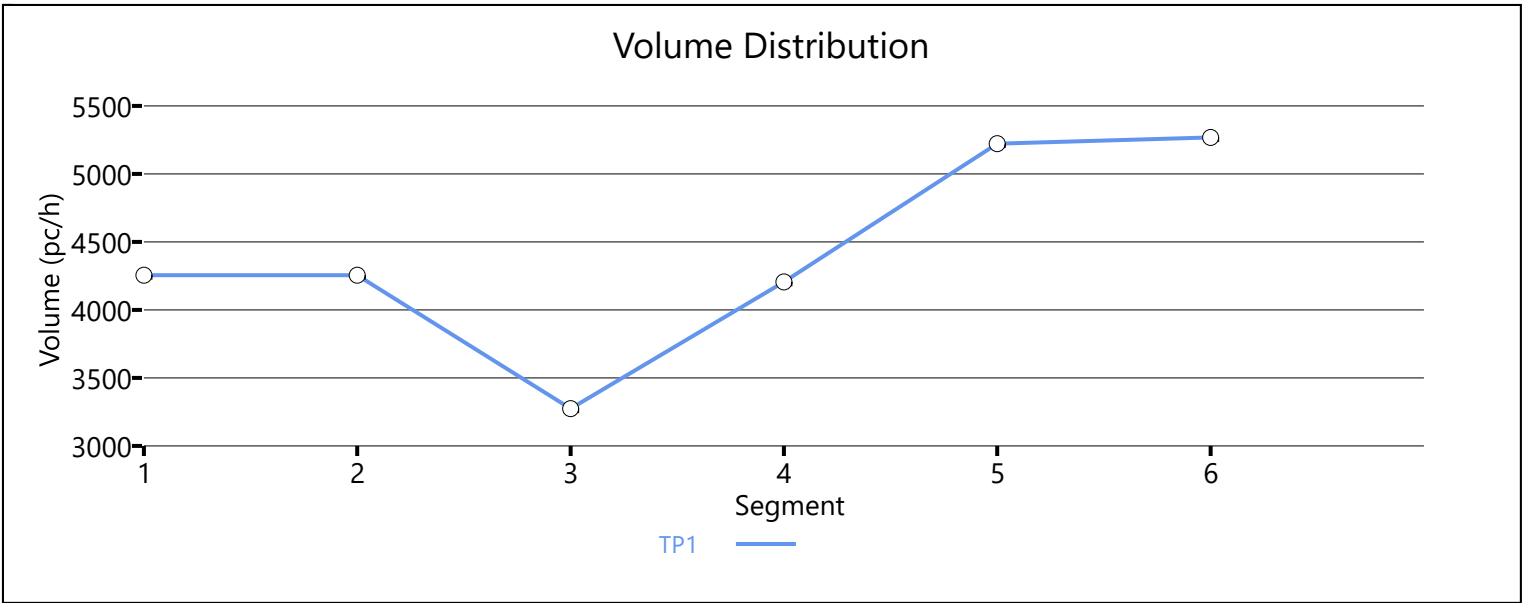
Facility Overall Results

Space Mean Speed, mi/h	61.8	Density, veh/mi/ln	28.4
Average Travel Time, min	1.40	Density, pc/mi/ln	30.3

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Cumulative (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5573	7098	0.79	63.0	29.5	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5573	1851	7200	4000	0.77	0.46	62.2	55.5	29.9	31.6	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3619	4688	0.77	62.2	29.1	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4046	427	4800	1900	0.84	0.22	58.5	58.5	34.6	32.2	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4298	229	4800	2000	0.90	0.11	57.0	57.0	37.7	34.0	D

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		4312		4688		0.92		56.6		38.1		E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.5	31.9	29.9	1.30	D

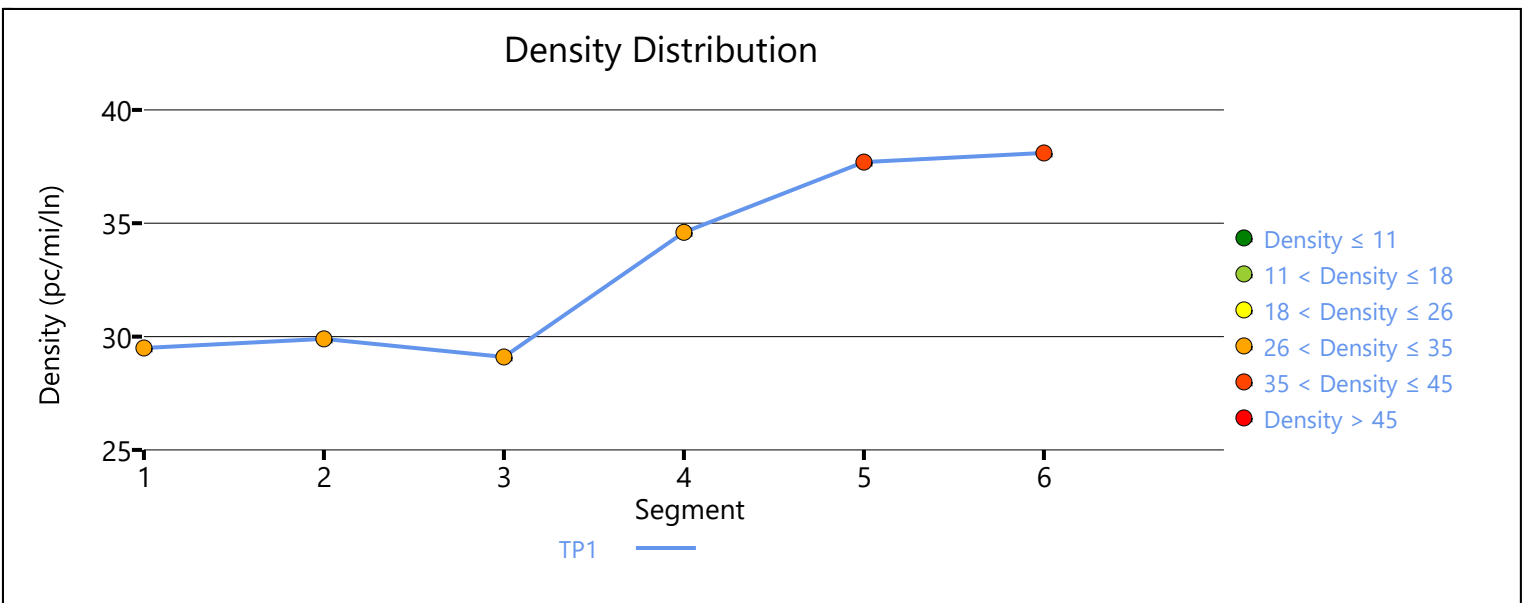
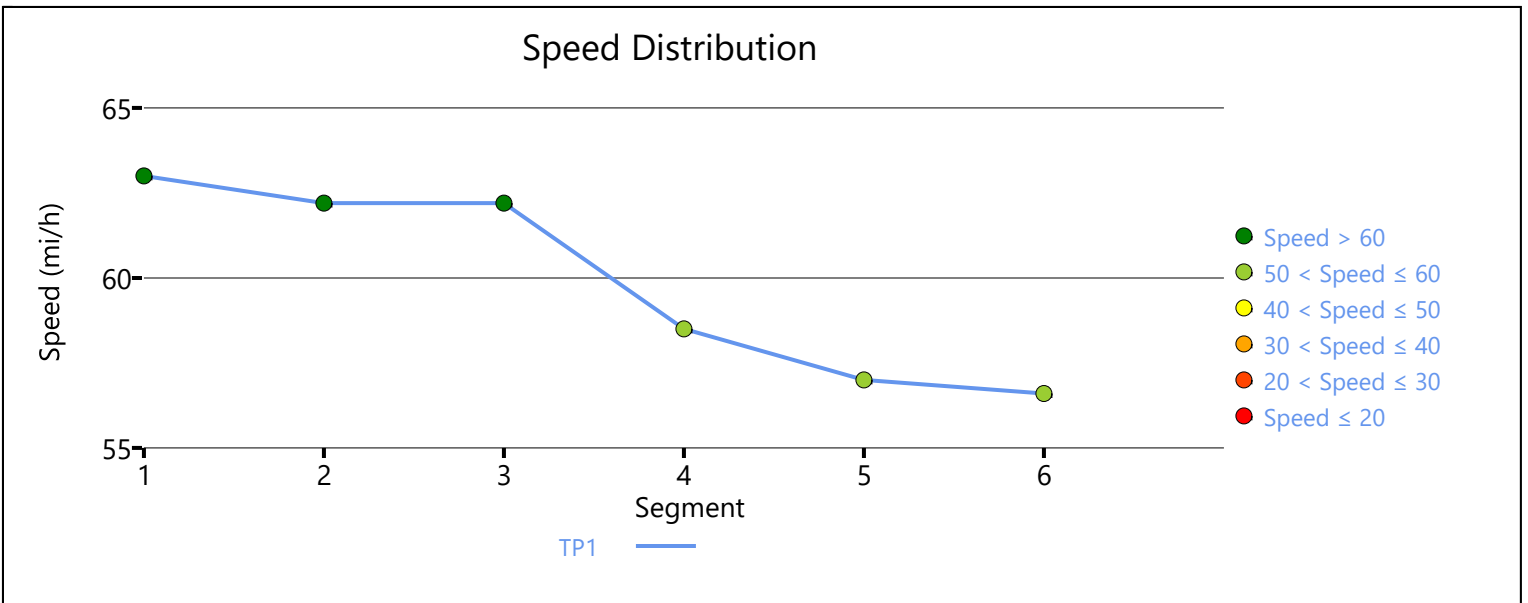
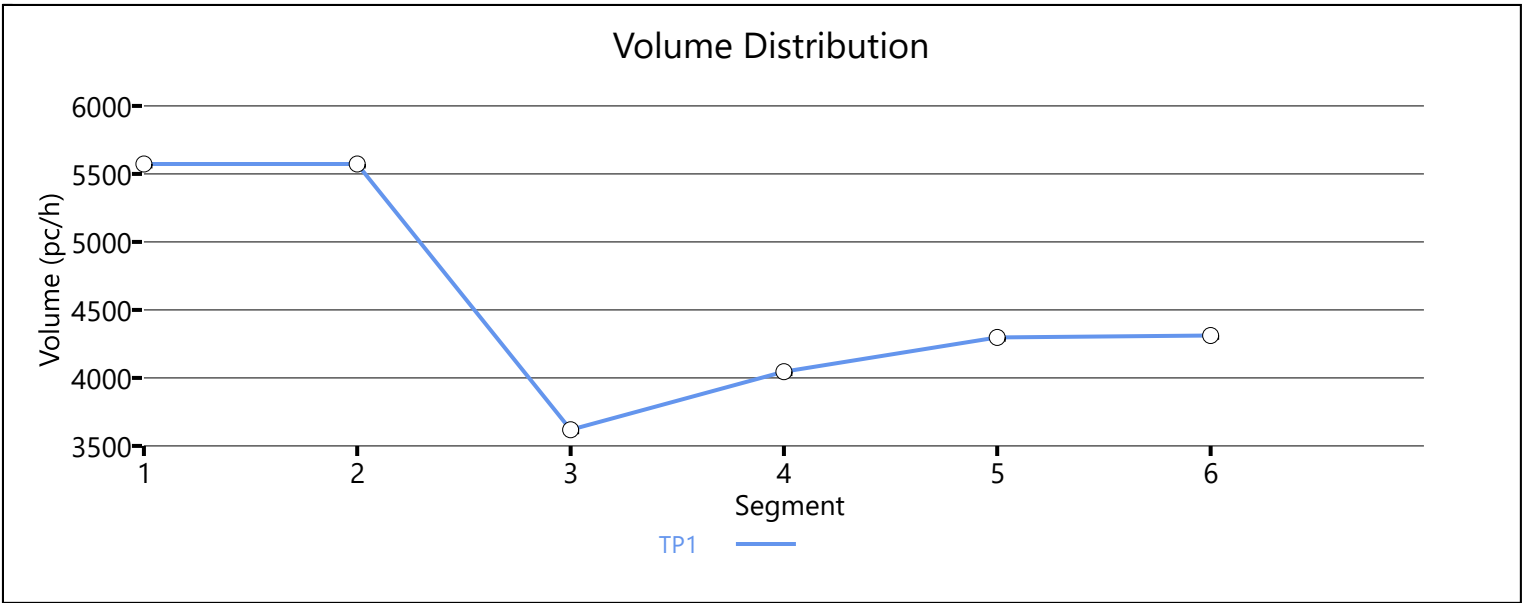
Facility Overall Results

Space Mean Speed, mi/h	60.5	Density, veh/mi/ln	29.9
Average Travel Time, min	1.30	Density, pc/mi/ln	31.9

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Cumulative (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		4296		4716		1.02		37.1		57.9		F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4251	516	4800	2000	1.00	0.26	35.1	59.6	60.5	42.0	F

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		3629		4672		0.91		24.6		73.8		F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	841	4800	2000	1.07	0.42	54.6	54.6	40.9	36.7	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5125	655	7200	2000	0.81	0.33	65.1	-	26.2	-	D

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		5125		7008		0.83		62.6		27.3		D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.5	46.2	43.3	2.00	F

Facility Overall Results

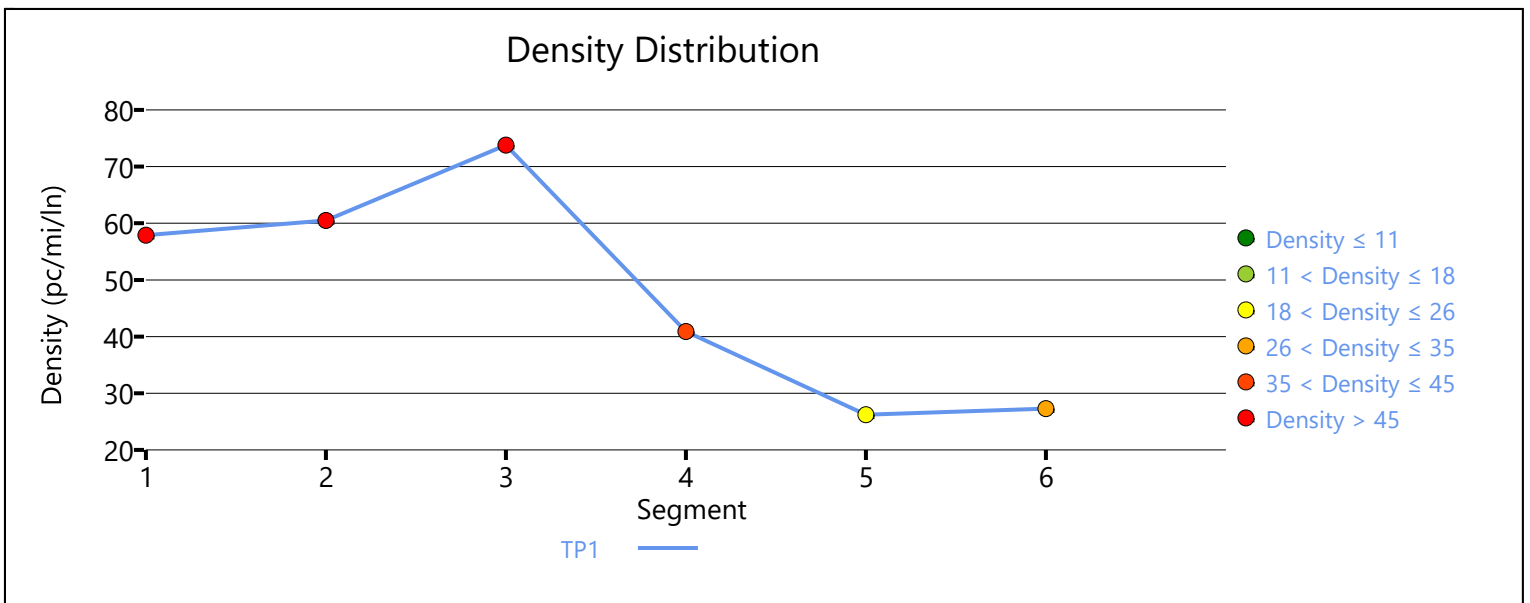
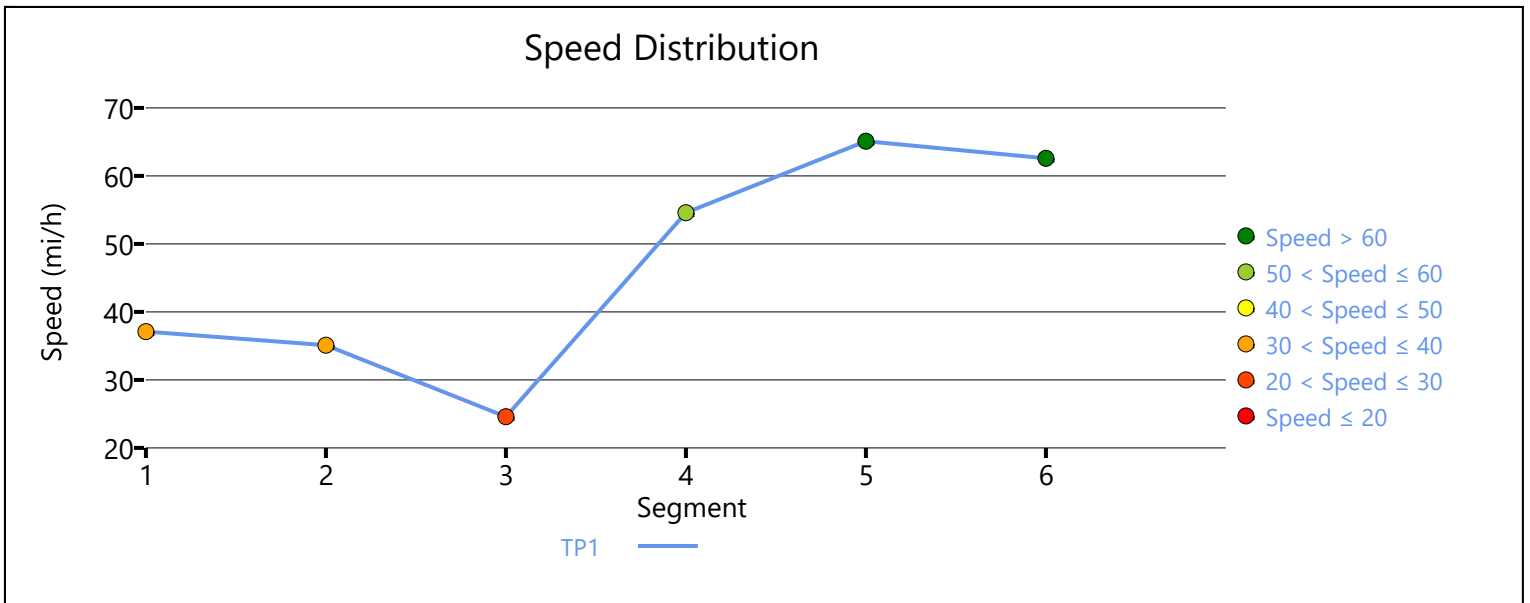
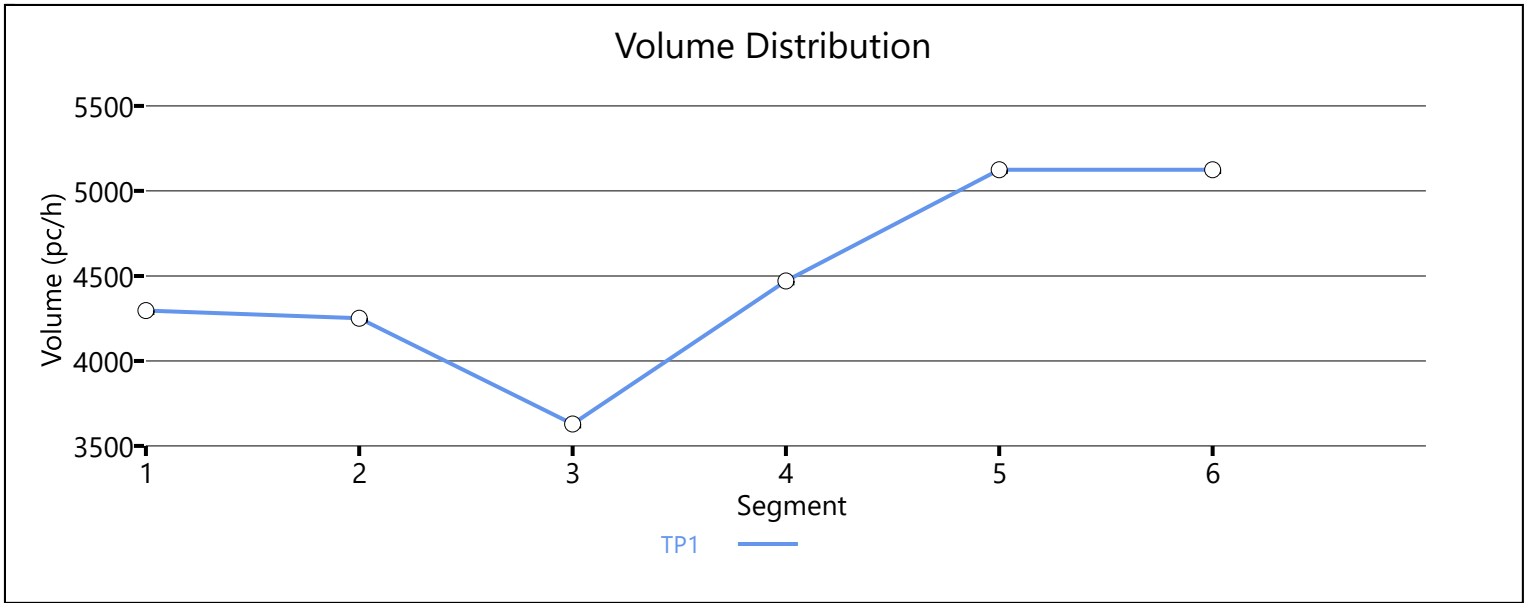
Space Mean Speed, mi/h	41.5	Density, veh/mi/ln	43.3
Average Travel Time, min	2.00	Density, pc/mi/ln	46.2

Messages

WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Cumulative (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	2150	7098	0.30	66.6	10.8	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	2150	1233	7200	4000	0.30	0.31	61.8	57.4	11.6	15.4	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	886	4688	0.19	64.2	6.9	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1137	251	4800	1900	0.24	0.13	65.5	65.5	8.7	9.6	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1250	99	4800	2000	0.26	0.05	66.1	66.1	9.5	10.3	B

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1257	4688	0.27	64.4	9.8	A	

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.3	9.6	9.1	1.20	A

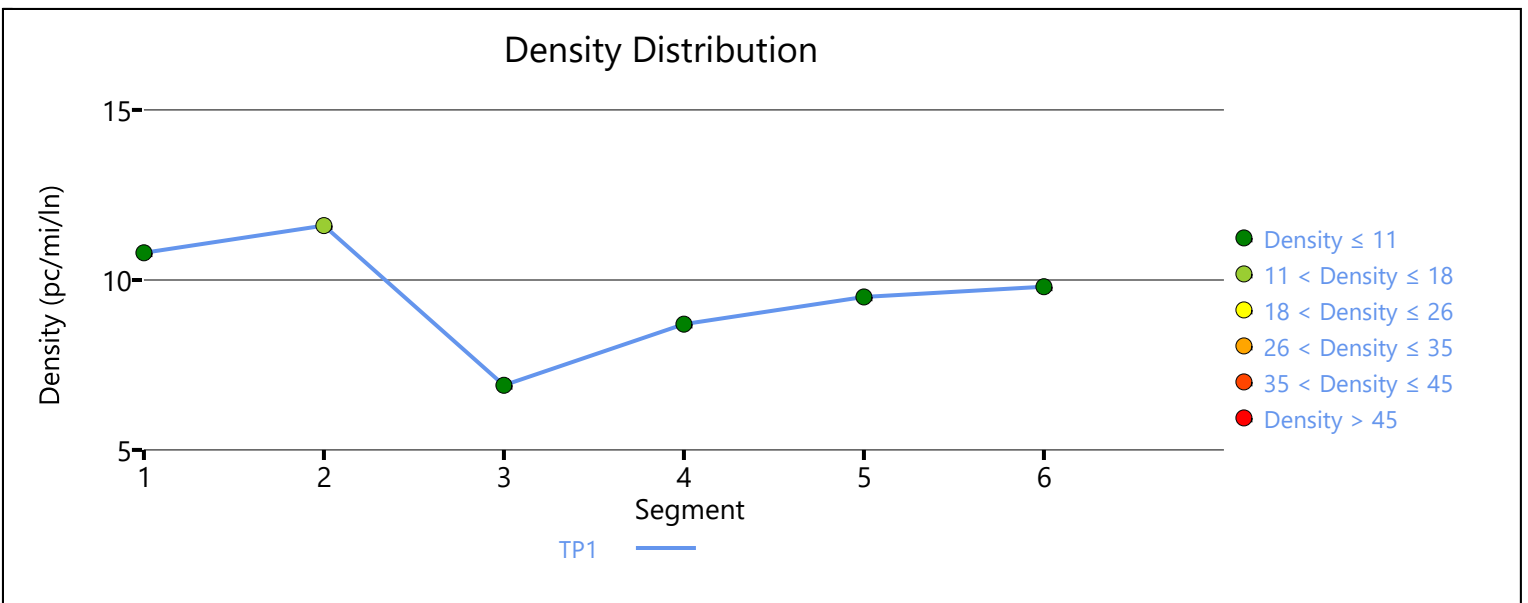
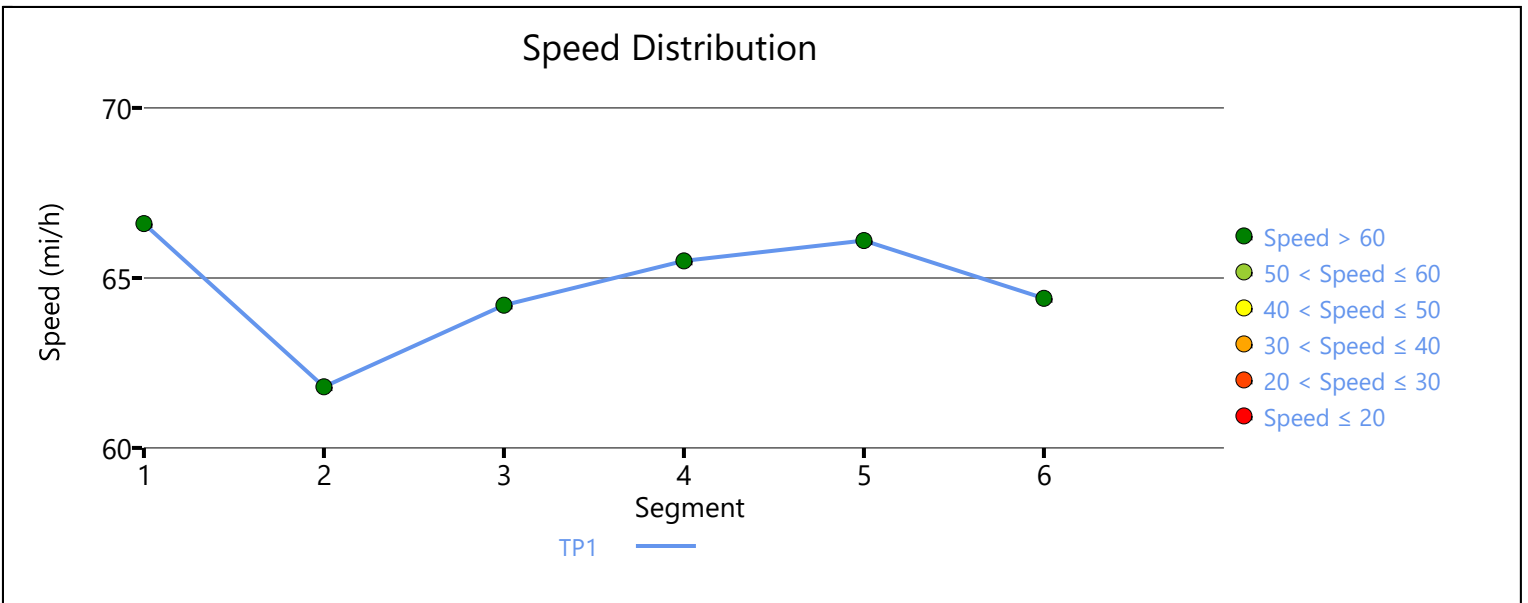
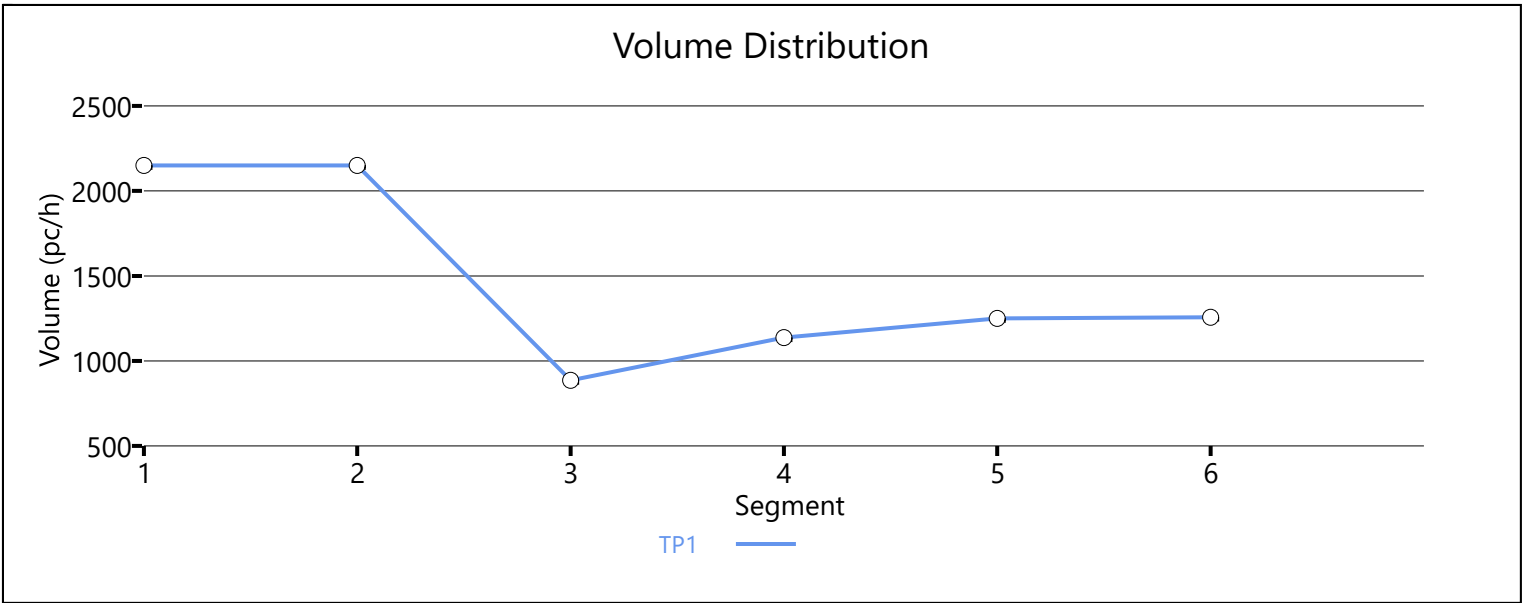
Facility Overall Results

Space Mean Speed, mi/h	64.3	Density, veh/mi/ln	9.1
Average Travel Time, min	1.20	Density, pc/mi/ln	9.6

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Cumulative (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4255	4716	0.90	57.9	36.8	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4255	925	4800	2000	0.89	0.46	58.3	58.3	36.5	37.1	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3274	4672	0.70	63.1	25.9	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4286	1012	4800	2000	0.89	0.51	56.5	56.5	37.9	35.2	E

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	5306	974	7200	2000	0.74	0.49	68.6	-	25.8	-	C

Segment 6: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94		0.938	5352	7008	0.76	62.0	28.8	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.5	30.7	28.8	1.40	D

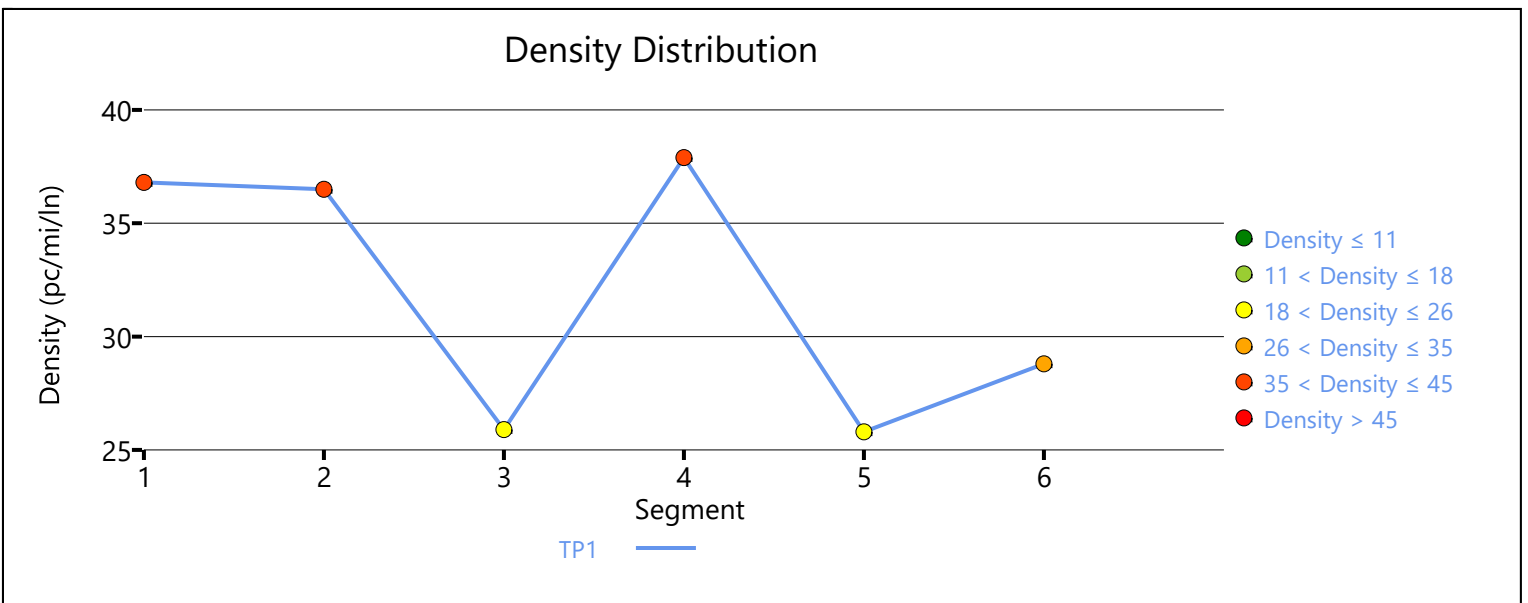
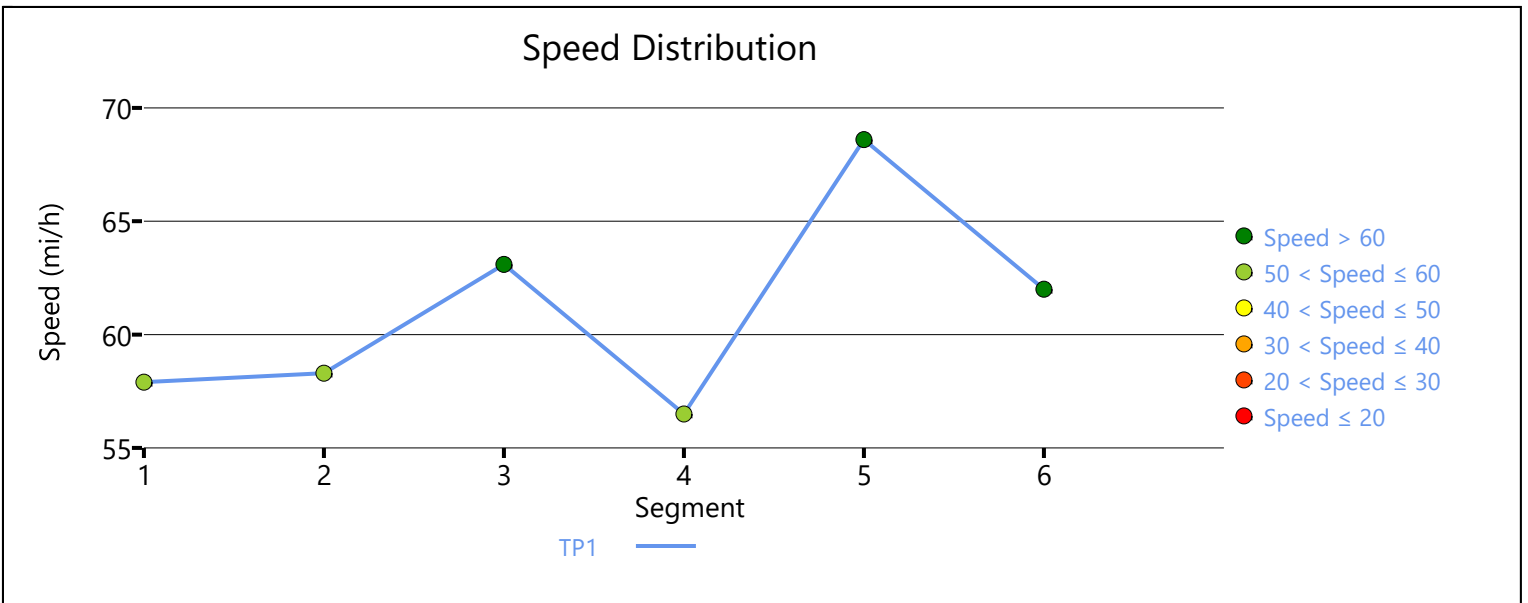
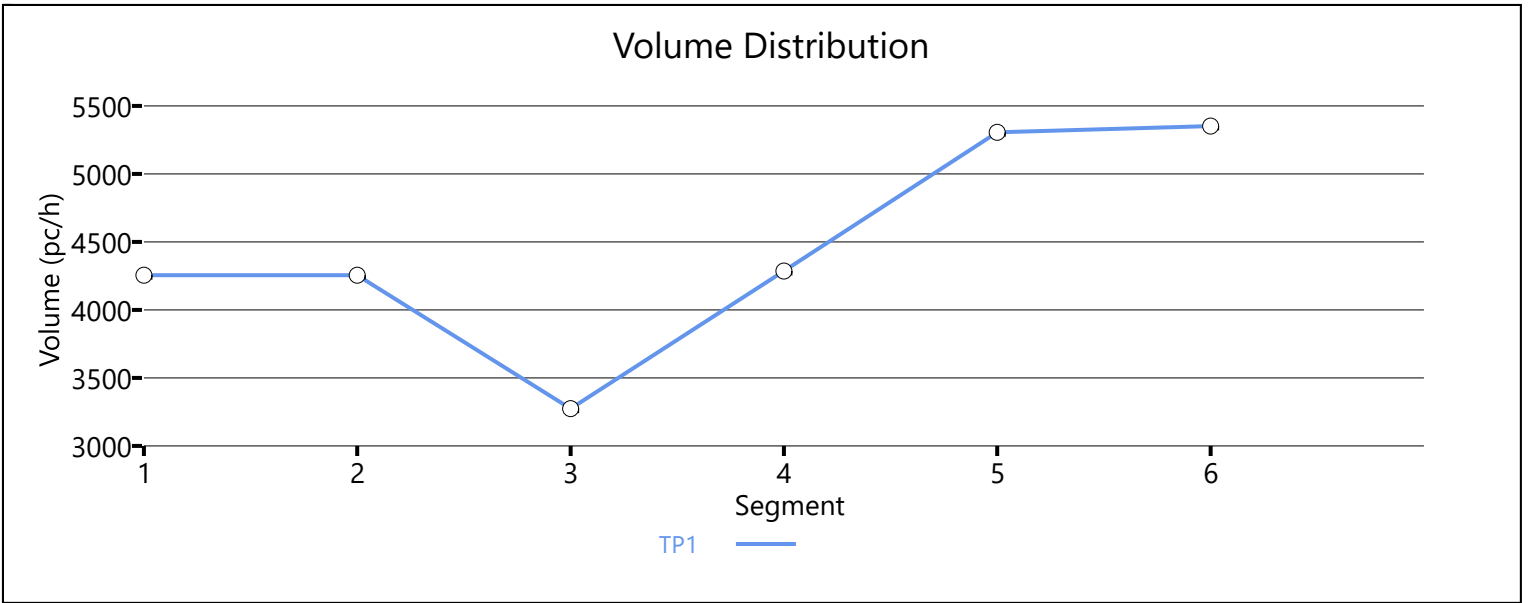
Facility Overall Results

Space Mean Speed, mi/h	61.5	Density, veh/mi/ln	28.8
Average Travel Time, min	1.40	Density, pc/mi/ln	30.7

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/19/2023
Agency		Analysis Year	Cumulative (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5668	7098	0.80	62.6	30.2	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5668	1942	7200	4000	0.79	0.49	61.9	55.3	30.5	32.4	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3619	4688	0.77	62.2	29.1	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4046	427	4800	1900	0.84	0.22	58.5	58.5	34.6	32.2	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4298	229	4800	2000	0.90	0.11	57.0	57.0	37.7	34.0	D

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		4312		4688		0.92		56.6		38.1		E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.4	32.2	30.2	1.30	D

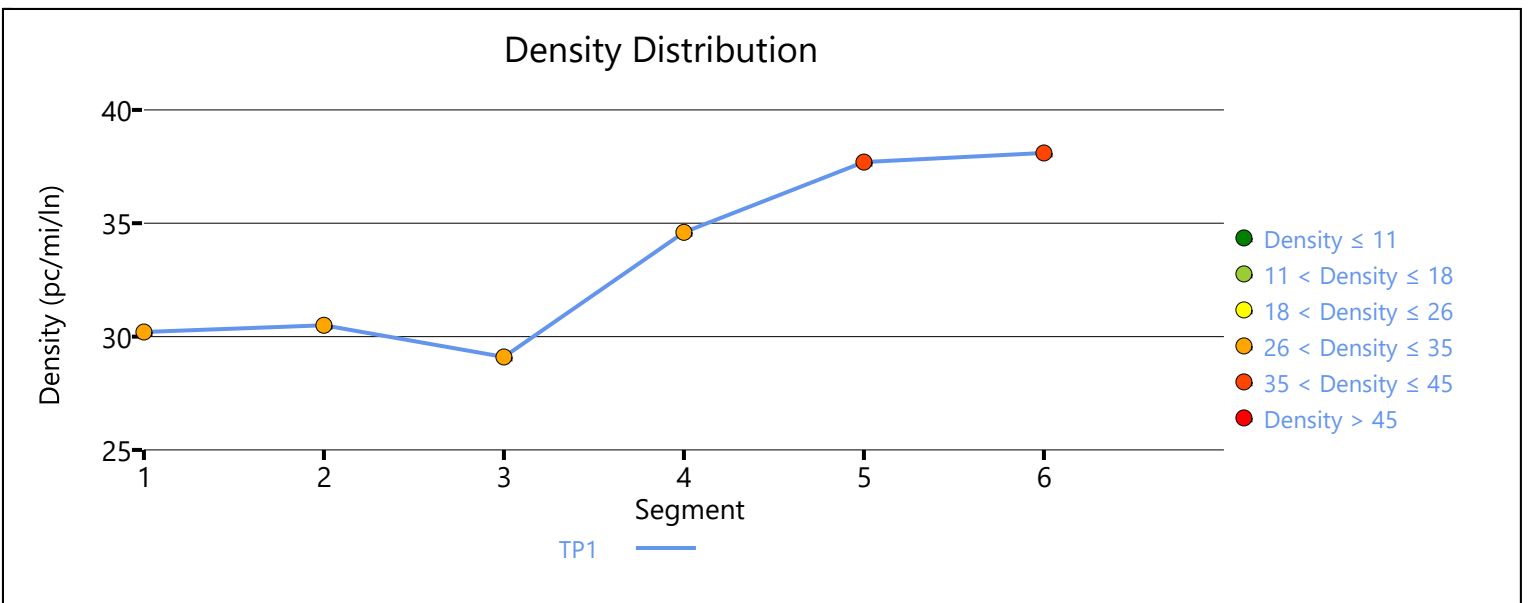
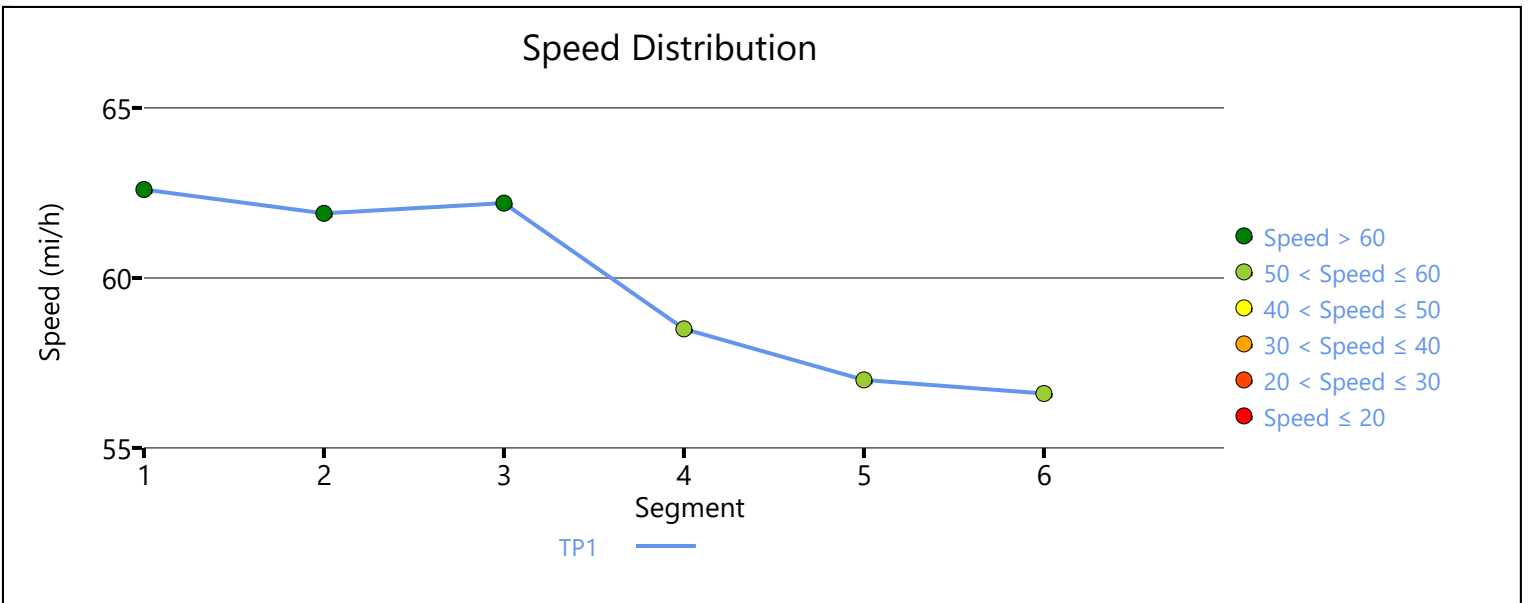
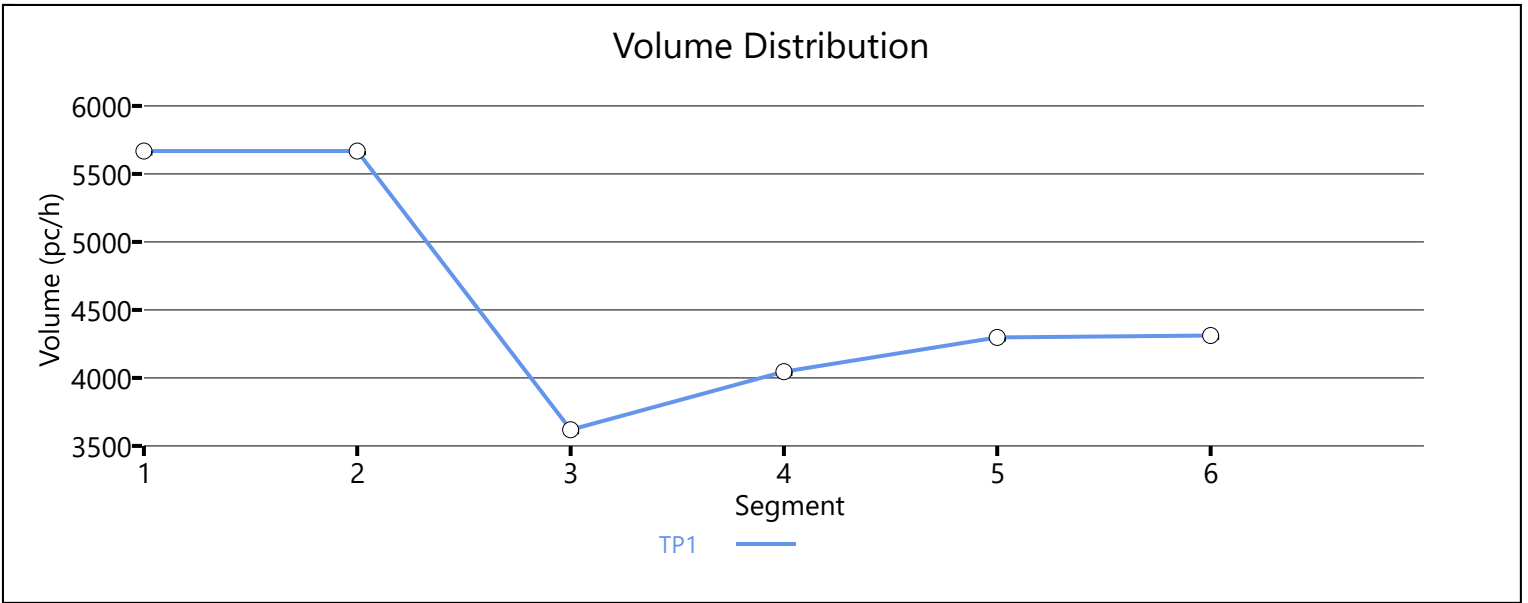
Facility Overall Results

Space Mean Speed, mi/h	60.4	Density, veh/mi/ln	30.2
Average Travel Time, min	1.30	Density, pc/mi/ln	32.2

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Cumulative (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Tract Map 6343	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		4250		4716		1.02		35.8		59.3		F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4201	516	4800	2000	1.00	0.26	33.9	59.6	62.0	42.0	F

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.938		3575		4672		0.91		23.6		75.6		F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	895	4800	2000	1.08	0.45	54.6	54.6	40.9	36.6	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5125	655	7200	2000	0.82	0.33	65.1	-	26.2	-	D

Segment 6: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.938		5125		7008		0.84		62.6		27.3		D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	40.7	46.8	43.9	2.10	F

Facility Overall Results

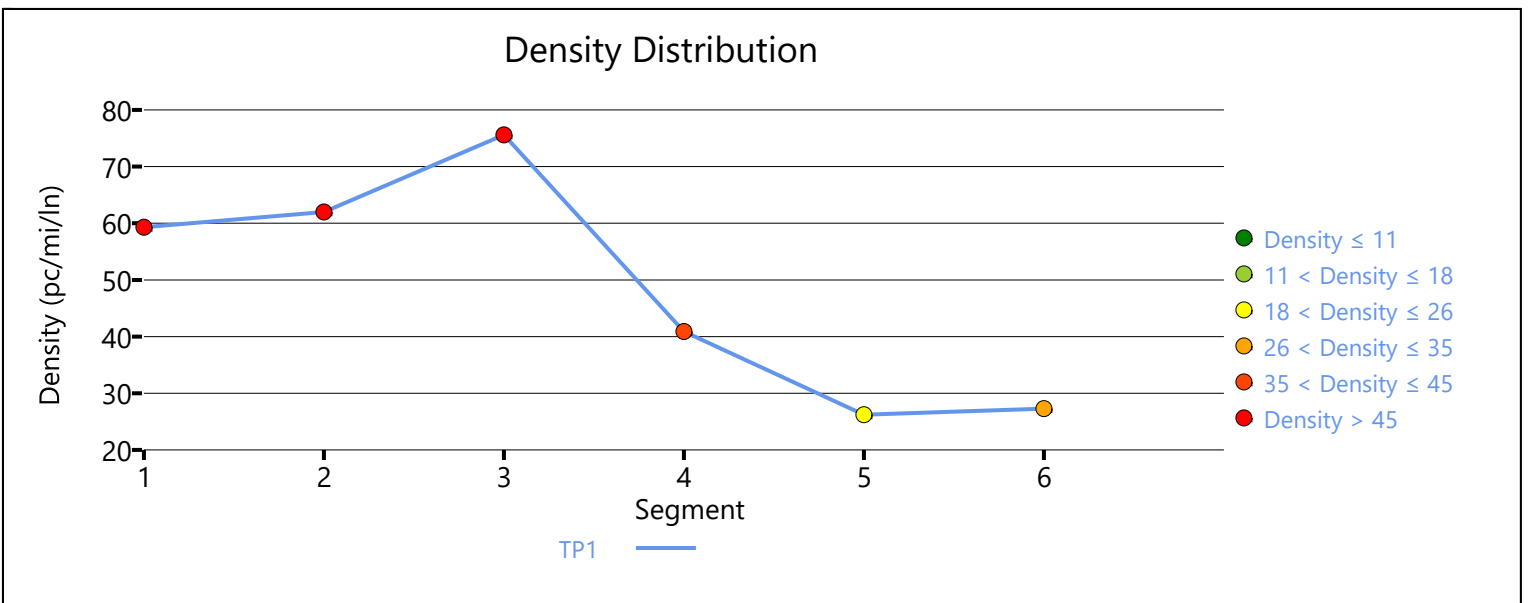
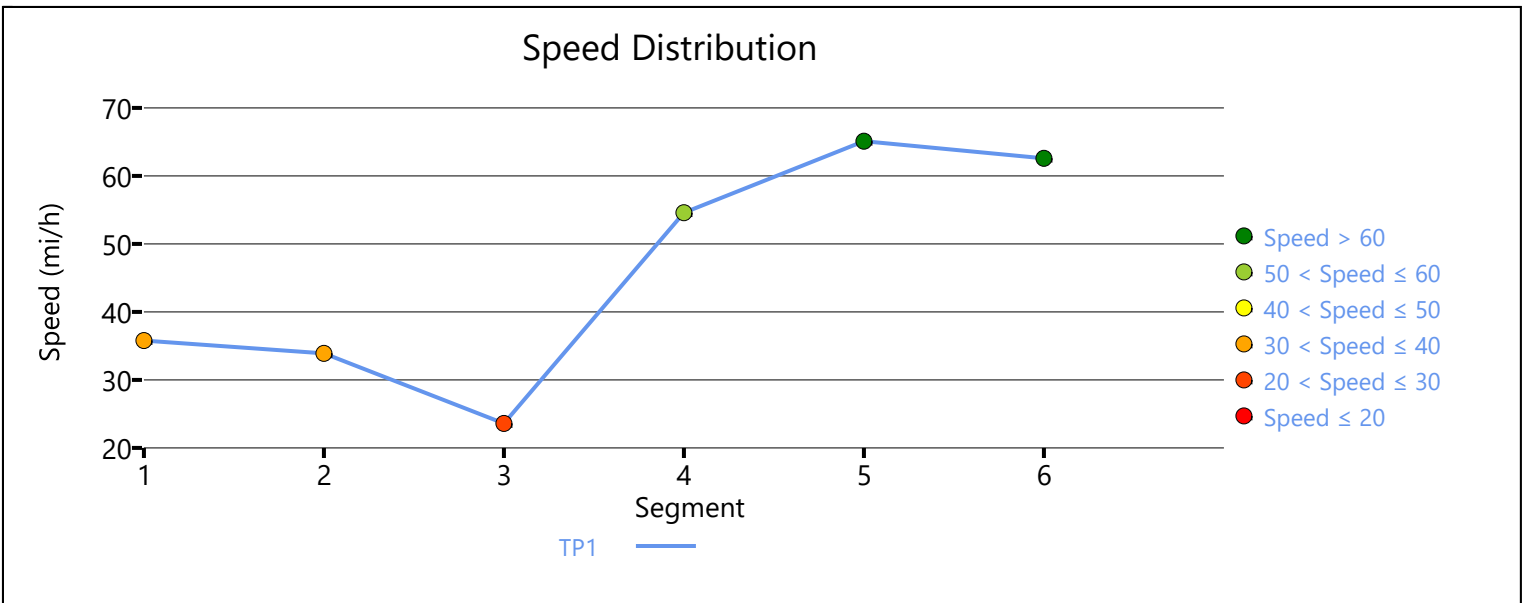
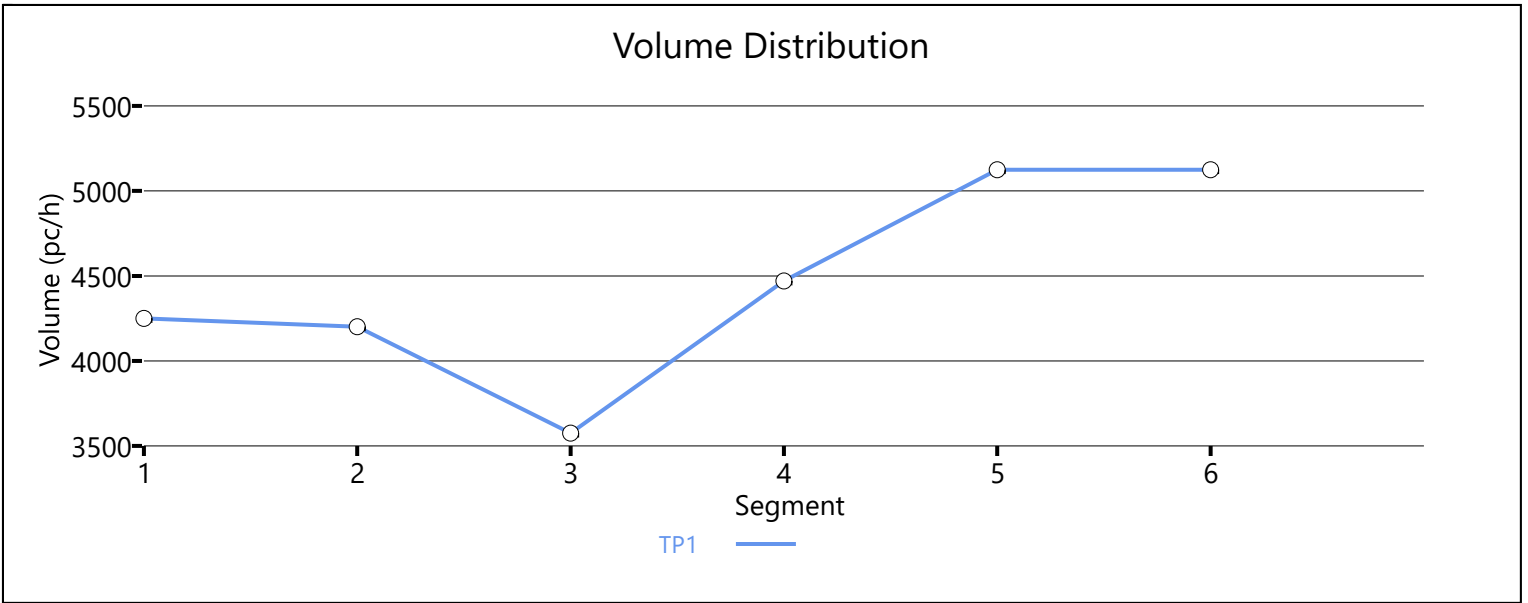
Space Mean Speed, mi/h	40.7	Density, veh/mi/ln	43.9
Average Travel Time, min	2.10	Density, pc/mi/ln	46.8

Messages

WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

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